Weather
Continued stormy weather today. The maximum temperature yesterday was 81.7 and the minimum 76.7 the figures for the corresponding day last year being 97.6 and 74.5.

THE CHINA PRESS
大陸報

Today's paper consists of 44 pages in three sections

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BRITAIN'S POLICY IN RUSSIA UNDER FIRE IN COMMONS

Suggestion Made Inquiry Should Be Undertaken By Commission

REFERS TO LABOR

Belief Held Government Is Acting In Interest Of Investors

CHURCHILLREPLIES

Occupation In North, He Says, Checked German Advance From East

(*Reuter's Service*)

London, July 29.—A debate on British policy towards Russia was initiated in the House of Commons this afternoon by Sir Donald Maclean, who asked for full information of the Government's intentions. He said it was common knowledge that the French had left Odessa and the Americans were clearing out of Russia. Mr. Winston Churchill, interrupting, said, "not out of Siberia."

Sir Donald Maclean referred to the present policy as a muddle of mystery.

Mr. J. R. Clynes suggested that an impartial commission should investigate conditions in Russia. He deprecated armed interference and said there was an intense feeling among the working classes regarding our Russian policy. They believed we had intervened in the interests of investors and in order to destroy Russia's newborn democracy.

Lord Robert Cecil said, that while it was folly to talk of smashing Bolshevism and the idea of seizing Moscow was fantastic, we should not act discreditably and treacherously towards our Russian friends.

Churchill Gives Answer

Mr. Winston Churchill, replying, after emphasing that the Allied occupation of Archangel and Murmansk had stopped the Germans sending divisions from the East, stated that early in March the Cabinet decided that Archangel and Murmansk should be evacuated before another winter, but any supports or reinforcements necessary for the safe withdrawal of our troops should be sent and due regard should be had to our obligations to the local population, the local Russian Government and army. The British military authorities had been given the widest possible latitude with regard to the means whereby the evacuation should be carried out. This policy, which would be carried out completely, was communicated to the Russian leaders, he said.

Mr. Winston Churchill emphasised that the decision to evacuate was communicated to the North Russians before it was announced in Parliament.

He also emphasised the difficulties of the evacuation. He feared that in view of Admiral Koltchak's retirement, the North Russian Government could not continue after the British departure.

He expressed the greatest confidence in the British commanders in North Russia, who would receive every necessary support. He declared there was no cause for alarm with regard to the safety of the British troops, whose commanders only required to be given absolute discretion with regard to the methods of evacuation.

Summarises Situation

Summarising the general position Mr. Winston Churchill pointed out that the armies under General Denikin and Admiral Koltchak were practically non-existent a year ago. They were now engaging 300,000 Bolshevists, constituting two-thirds of the Bolshevist forces. The question was whether General Denikin, who is making noteworthy and formidable advances, could enable Admiral Koltchak to recover. General Denikin chiefly required clothing, boots and material in order to barter for the peasants' grain.

Therein lay our obligations, because the failure of General Denikin would enable the Bolshevists to concentrate their forces against the

(Continued on Page 4)

Hongkong Foreigners Asked To Eschew Rice To Relieve Shortage

Government Issues Appeal To Residents To Help In Conservation Work

(*Reuter's Pacific Service*)

Hongkong, August 2.—The Gazette today states that the Government wishes to bring to the notice of all inhabitants of the Colony who do not ordinarily eat rice that, owing to the extreme world shortage, it is very desirable they should abstain entirely for the present from eating rice and it is hoped that all hotels and restaurants will observe this rule.

The free distribution of congee (rice-gruel) by the Tungwah Hospital is in full operation. At least 10,000 portions are served at each meal at an estimated cost of a thousand dollars a day. The relief is very much appreciated by the poor classes.

Rice allowances, by means of increased wages, are being generally conceded by all employers to their Chinese employes.

WILSON TO BEGIN TOUR OF STATES THIS MONTH

President Expects To Leave Washington About Aug. 15 And Be Away 30 Days

(*French Wireless To Reuter*)

Paris, August 1.—(Via Lyons and Koukaza).—A message from Washington states that the tour which President Wilson proposes to make through the United States will last thirty days. The President expects to leave about August 15.

Sin Loh-hsu Member Of Indemnity Board

Former Secretary To Ministry Of Finance Named To Serve In Paris

(*Reuter's Pacific Service*)

Peking, August 1.—The Chinese Press reports that Mr. Sin Loh-hsu, formerly Secretary to the Ministry of Finance, has been appointed Chinese Representative of the Indemnity Commission in Paris.

Austrian Cabinet Out, Is Reported In Paris

(*French Wireless To Reuter*)

Paris, August 1.—(Via Lyons and Koukaza).—The Paris newspapers this morning publish the announcement of the resignation of the Austrian Cabinet in Vienna.

Hongkong Book Store Entered By Burglars

Pens, Pipes And Typewriters Valued At $2,000 Taken From Kelly And Walsh's

(*Reuter's Pacific Service*)

Hongkong, August 1.—Messrs. Kelly and Walsh's bookstore was entered by burglars last night. Gold mounted fountain pens, pipes and six typewriters valued at $2,000 were stolen. Attempts made to break open the safe were unsuccessful. There have been no arrests.

New Governor General Of Algeria Is Named

M. Jonnart To Be Succeeded By Vice President Of Chamber, Who Is Deputy Of Var

(*French Wireless To Reuter*)

Paris, August 1.—(Via Lyons and Koukaza).—On the proposal of the Minister of the Interior, the Cabinet has appointed as Governor-General of Algeria, M. J. B. Abel, Deputy of the Var, and Vice-President of the Chamber of Deputies, in succession to M. Jonnart, whose temporary mission has ended.

Labor Candidate Wins Lanarkshire Election

Coalition Liberal Defeated In Bothwell Division By Heavy Majority

(*Reuter's Service*)

London, July 29.—In the bye-election in the Bothwell division of Lanarkshire Mr. James Robertson, the Labor candidate, was returned, with 13,135 votes. Mr. T. Moffatt, a Coalition Liberal, polled 5,967 votes.

Previously the seat was represented by a Coalition Unionist.

How Have The Mighty Fallen!

Marcus In New York Times

Two C.P.O.S. Steamers Again Requisitioned

Accommodations On Monteagle And Empress Of Japan Commandeered

Two Canadian Pacific Ocean Services liners, the Monteagle and Empress of Japan, will take but few first-class passengers from Shanghai this month as most of the first, second and third-class accommodations have been requisitioned by the British Government.

Both liners will call at Vladivostok for troops. The Monteagle is scheduled to sail from Shanghai on August 17 and the Empress of Japan is due to leave this port on August 23.

The local agency anticipates that the steamers are commandeered for but one trip. British and Canadian officers and soldiers will be carried from Vladivostok to Vancouver.

FRENCH COURT SENTENCES DISLOYAL LAON PEOPLE

Six Men And Two Women To Die For Offense, Others To Be Imprisoned

(*Reuter's Service*)

Paris, July 28.—The trial of a number of French men and women accused of betraying their compatriots to the Germans at Laon has concluded. Six men and two women have been sentenced to death and eleven others to penal servitude.

BRITAIN WITHHOLDING NATIONALISATION VIEWS

Hope That Announcement Will Be Made Before Recess Of Commons Expressed

(*Reuter's Service*)

London, July 29.—Mr. A. Bonar Law stated in the House of Commons today that the Committee on Home Affairs is not considering the nationalisation of the mines. None of the statements in the press, he added, represented the views of the Government in that matter. He hoped that an announcement on the subject would be made before the recess.

Men Win Concessions, Ending Mersey Strike

(*Reuter's Service*)

London, July 29.—The Mersey strike has been settled, the men obtaining several concessions.

Typhoon Halts All Shipping; Monteagle Is Hit By Storm

Some Damage Done Here But Shanghai Escapes Worst; Center Of Depression Traveling North

Although little damage has been done here by the typhoon which passed some 60 miles outside of Woosung yesterday afternoon and last night hovered off the Chekiang Coast, shipping has been temporarily suspended and meager reports received from ships in the path of the storm bring news of its violence.

The Monteagle of the Canadian Pacific Ocean Services, due here Friday morning, was forced to seek shelter in the open sea after losing the life boats on one side, according to a wireless picked up from the liner. The local agency received a wireless message from the Monteagle that the steamer had abandoned the attempt to reach Shanghai until the storm abates. The liner is expected here late this afternoon or early tomorrow morning if the typhoon in the North China sea does not change its course and continues on its North by Northwest course.

The Kiangyu, from river ports, was the only steamer to enter the river yesterday and slight damage to the superstructural woodwork was the evidence of a battle with the storm off Tsungming Islands. The Ducalian, a Blue Funnel liner coming to Shanghai, wirelessed yesterday afternoon that it would await favorable weather before coming to this port.

At ten o'clock last night little danger was anticipated for Shanghai as the center of the depression was slowly moving in a northerly direction and had passed the Saddles. Two other depressions are forming South of Shanghai.

Main Typhoon Not To Hit Here

The main typhoon will not strike here although the Settlement will feel the effects of the high winds today and tonight because the depression is moving at such a low rate of speed. The barometer showed a downward trend early last night, dropping perceptibly at eight o'clock.

All shipping is tied up by the storm. But three steamers attempted to leave port yesterday and one of these is now at Woosung awaiting a break in the weather. The Indo-China Steam Navigation Company steamer Loongwo left for river ports and with the Tafoo Maru of the N.K.K. continued on the journey up the Yangtsze. The Mikuni Maru left for Tsingtau but anchored at Woosung.

No other steamers attempted to enter the river, even the regular Ningpo boat, the Kiangteen, cancelling its sailing.

Many Ports Feel Effects

The typhoon was most severe at Wenchow, Ningpo and Gutzlaff on the China Coast and at Koshun, Formosa. Reports from Nanking, Chungking, Chefoo and Hangchow show that the storm was felt in these ports while Hankow and Changsha reported calm weather. Not a single report has been received from Japan since the storm began.

The Philippine Islands were not affected, Aparri being the only port to report even a slight blow. Aparri is the northernmost port of the Philippine Archipelago.

Although observers thought for a time yesterday that the center of the depression would pass over Shanghai, there seemed little danger late last night. At 6:15 o'clock the barometer read 29.50 but it had risen to 29.54 four hours later. The normal reading is about 29.72. The wind was still high.

At 1 a.m. the barometer read 29.55.

At two o'clock yesterday afternoon the barometer at Gutzlaff dropped to 29.02 and a North wind was reported blowing at 50 miles an hour. The wind was nearly as high at Shanghai.

The French Meteorological Station reported rough weather all along the coast from the Eastern Yangtsze to the Indo-China Peninsula with the Eastern Sea typhoon passing close to the Saddles. The cyclone of the China sea had turned toward Formosa. The third was practically stationary.

A warning to shipping men was given early yesterday morning forecasting very severe weather all day on the Yellow and Eastern Seas and in the Channel. Steamers were advised to remain in port during the night and may be unable to leave today.

Wind Does Damage Here

The high wind felled several trees in the International Settlement and the French Concession, forced Bostock's Circus to take down the tents at Chang Su Ho's Garden and did some damage at the Race Course. Wires and several signs were also blown down.

The small animal tent at the circus was blown down and the management ordered the big top lowered, cancelled the performances yesterday afternoon and last night and then decided not to attempt performances today. The circus will open at the Lyceum Theater tomorrow night.

Trees were blown down on the Bund, French Bund, Avenue Edward VII, Thibet Road, Great Western Road, Weihaiwei Road, Yangtszepoo Road, Ward Road and Bubbling Well while streets on the outskirts of the Settlement also felt the heavy blow. The young trees all along the Bund, from

(Continued on Page 4)

French Import Bank Launched By Deputies

Bill Creating New Financial Institution With Frs. 100,000,000 Capital Is Adopted

(*Reuter's Service*)

Paris, July 31.—The Chamber of Deputies has adopted a Bill for the creation of an Import Bank with a capital of one hundred million francs.

Amir Of Afghanistan Fired On By Soldiers

Assailants Are Arrested When Attempt To Assassinate Ruler Fails

(*Reuter's Service*)

Rawal Pindi, July 28.—Two soldiers of the Kabuli Regiment fired at the Amir while he was riding with his staff. The Amir had a narrow escape, a bullet passing through his breeches. His assailants were arrested.

PROPOSAL FOR IRELAND HAS NOT BEEN APPROVED

Plan Offered Was Naming Of Delegates By Dominions To Royal Commission

(*Reuter's Service*)

London, July 29.—Mr. A. Bonar Law stated in the House of Commons today that the Government is not prepared to adopt the suggestion that the Dominion Governments should be asked to delegate representatives to a Royal Commission to report on the best form of the future government of Ireland.

Blockade Of Africa Is Lifted By Britain

(*Reuter's Service*)

London, July 29.—Tonight's Gazette announces that the blockade of German East Africa is raised as from July 15.

British Army Costs Run To Huge Total

Outlay For Year As Given In White Paper Amounts To £287,000,000

(*Reuter's Service*)

London, July 29.—A White Paper shows that the estimated expenditure on the Army for the year is £287,000,000.

JAPANESE IN PARIS SILENT ON ISSUES CONCERNING CHINA

Intimation Given, However, That Oral Agreement Has Been Reached

REFER TO SENATE

American Criticism Held By Nipponese To Be Premature

ACTION AT PEKING

House Passes Measure Ending State Of War With Germany

(*French Wireless To Reuter*)

Paris, August 1. (Via Lyons and Koukaza).—Baron Makino, one of the Japanese delegates to the Peace Conference, left Paris yesterday evening by the Gare de Lyon on his way back to Japan.

Summary Given Of Views Of Japanese In Paris

(*Reuter's Service*)

Paris, July 31.—Baron Makino leaves Paris today for Tokio.

The Japanese Peace Delegation does not contemplate making public the oral agreement on the Chinese settlement.

Japanese circles in Paris regard the criticism of the American Senate as premature.

The Japanese Government cannot make known its policy until the German Treaty is ratified and Shantung has come into possession of Japan.

Peking Legislature Passes Bill Declaring Peace

(*Reuter's Pacific Service*)

Peking, August 1.—The House of Representatives this afternoon passed a Bill declaring peace with Germany. In all 229 members were present and of these 227 members voted in favor of the Bill. Two votes were declared invalid.

After the passage of the Bill, Mr. Wang Yi-shu moved that a telegram be despatched by the Chinese Parliament to the United States Senate thanking the latter for the assistance it had given to the Chinese cause in relation to Shantung. The motion was passed and will now be referred to the Senate.

Frontiers Of Bulgaria Are Taken Up At Paris

(*French Wireless To Reuter*)

Paris, August 1. (Via Lyons and Koukaza).—The Inter-Allied Supreme Council today examined the question of the frontiers of Bulgaria. M. Tardieu, the reporter on the question, gave a lecture concerning his conclusions. He declared himself as being entirely in favor of the Greek claims asking, in the name of the Commission, the union of these provinces with Greece.

Mr. White remarked that the Greeks did not constitute an absolute majority in the province which was assigned to them and furthermore this solution had the inconvenience of depriving Bulgaria of an outlet on the Aegean Sea. A discussion followed the setting forth of these two arguments.

No decision was taken and the discussion will be continued tomorrow.

Cracow Conference Ends

Paris, August 1. (Via Lyons and Koukaza).—The Polish Commission and the Czech Commission which were conferring at Cracow to decide different territorial questions have separated to return to Warsaw and to Prague respectively with the purpose of meeting again shortly, but without having reached an agreement.

The Poles demand that the question must be sanctioned by a plebiscite. The partition of territory placed before them for examination seems to have given no satisfaction to either party. A despatch from Prague yesterday announces the arrival there of the Czech delegates coming from the Cracow Conference. These delegates, according to the telegram, were received by President Masaryk, to whom they furnished a detailed report on the whole of the negotiations. An arrangement will be made shortly with the Polish Government for the continuation of the pourparlers.

French Believe U.S. Should Have Mandate For Armenia

(*Reuter's Service*)

Paris, July 31.—French circles are of opinion that the best way to settle the Turkish situation would be for America to decide to accept the mandate for Armenia, including Constantinople and the surrounding country.

GETS WIRELESS NEWS IN HOTEL APARTMENTS

Compact Set Built Up By Shanghai Man Catches Lyons And Nauen Sendings

Sitting in one's hotel room and hearkening to voices reaching out in message and reply half-way round the world is a diversion reserved for the few—especially in Shanghai. Still it can be done, is as a matter of fact.

In a room at the Kalee one may sit at ease and call down winged words thrown into the air in Lyons, France or Nauen, Germany, or from ships ploughing across the Pacific—the medium being a compact little wireless receiving set built up and assembled and installed in his apartment by Mr. A. B. Puddicombe in the process of experimentations in wireless apparatus and its workings.

A peculiarly complete, effective and well adapted little set it is for home installation. In fits compactly upon the surface of a small sized desk which still provides plenty of room for notation pad, books and smoking utensils. It draws down its wave registrations from a 130-foot aerial on the hotel roof and has its ground switch fitted unobtrusively in a niche on the verandah.

Slipping the receiving piece over one's ears, switching on to the "spark" set and slipping over the tuning scale—when the sending period is on—one runs the gamut of the wireless "scale" along the China coast. From the hoarse, bullfrog-like note of the sending station on the Bund or of some ship in the harbor the sound slides on to the higher pitched and more powerful sounding voice of the Woosung station and, as the key moves on, to the fainter, singing notes of some steamer far up or down the coast or out at sea, or of Tsingtau or some Japan station—sometimes two senders hitting the same "tune," one dimly evident in the background of the more dominant.

A quick change to the "arc" set—which can be tuned up to register a wave length of 20,000 meters—and one catches the converse of the "big fellows." The clear, musical, double note of the station at Cavite comes singing down the wire, or the sending from some powerful Japanese station. And if the "static" is not too strong there is the faint warbling of Lyons or Nauen in the early morning.

Mr. Puddicombe has been experimenting with electrical and wireless apparatus for some fourteen years and his compact set embodies some individual ideas, notably an amplifier without the extra bulb common to ordinary receiving sets and a double secondary, both of which are the result of many experiments. The whole outfit was set up by himself and various of the parts are of his own manufacture. The arc set is entirely without switches, couplings being used instead—the coils being joined together or drawn apart in operation. The coils of the complete set utilise about 1.6 miles of wire.

In addition to the desk set, Mr. Puddicombe has a still smaller receiving apparatus which he calls the "baby." It is a literal pocket edition, measuring about 4 by 3 inches with one coil enclosing another and when hooked up with the aerials records the sendings of the neighboring spark stations—those utilising wave length up to 1,000 meters—in a very effective way.

Mr. Puddicombe's experiments have not been devoted exclusively to the wireless. In 1912 he invented and patented an anti-concussion or improved dog clutch for submarine craft and last year he brought out an automatic repeating device for gramophones.

News Brevities

There will be no sitting of the Mixed Court tomorrow on account of bank holiday.

* * *

A Chinese motor cyclist was fined $15 by the Mixed Court yesterday for being without a permit and for improper driving on the Yalu Road, where he struck and knocked down a pedestrian. $5 was ordered paid to the victim.

* * *

A rehearing was granted by the Mixed Court yesterday in the case of a Chinese foreman of the Nai Yui Wata Kaisha Co. who was sentenced to three years' imprisonment for intimidating workmen during the recent strike. The application was made by Mr. R. S. Haskell.

* * *

Today is the birthday of King Haakon VII of Norway. The King is 48 years old.

* * *

The Shanghai Cricket Club's "guest night" has been postponed until Monday evening, August 11.

* * *

Mr. T. J. Eldridge, Coast Inspector, has notified mariners that a vessel of 26 foot draft grounded at half-tide in the Kiushan Point (Round) Channel of the Yangtsze, in a position from which Bend Beacon was bearing N. 34 E., magnetic, distant 1.5 miles. The vessel in refloating found the deep water channel northward of her position of grounding, showing that the Cooper Bank has extended northward in this vicinity. Steps are being taken to have the locality resounded as soon as conditions permit.

* * *

Dr. Arthur G. Bergin writes THE CHINA PRESS that the cause of the death of Mr. J. H. Mendelsohn was "heart shock" and not apoplexy as reported by this paper. Mr. Mendelsohn was found dead in his bed at the Palace Hotel on Friday night. Dr. Bergin attended Mr. Mendelsohn on Friday.

* * *

The Koster Company, foreign managers of the California Barrel Company, of San Francisco, U.S.A., has opened offices at 71 Szechuen Road. For the convenience of barrel users, a competent staff has been sent out from San Francisco, thoroughly familiar with the proper handling of barrels, for consultation at any time with Shanghai business men.

* * *

Mr. J. H. de Reus, Consul-General for the Netherlands, has forwarded us an interesting booklet containing engravings showing various historic and scenic spots in Holland and giving a number of pictures of Queen Wilhelmina.

Labor Meeting Rejects German View On War

That Capitalism Was Cause Is Contention Of Teutons At Amsterdam

(Reuter's Service)

Amsterdam, July 28.—The American Delegation at the International Trade Union Congress refuse to accept the theory of the German delegates, which is supported by the Hollander, Oudegeest, who is president of the Congress, that capitalism was responsible for the war.

The American delegate, Tobin, vigorously opposed such an idea, declaring that it was the monarchist and militarist elements in Germany and Austria who were solely and entirely responsible.

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CEREMONY AT GUILDHALL FOR BRITISH ROYALTY

King George Speaks In Reply To Address Of Congratulation On End Of War

(Reuter's Service)

London, July 29.—The King and Queen today drove in state to the Guildhall to receive the congratulations of the Corporation of London on the conclusion of peace. They were cheered everywhere en route.

A brilliant assemblage on the platform at the Guildhall included the Premier and other Ministers and Ambassadors, Admiral of the Fleet Sir David Beatty, Field-Marshal Sir Henry Wilson, Lord Reading and other distinguished personages.

Replying to the Address, the King, who wore an admiral's uniform, contrasted the circumstances of his visit to the Guildhall a year ago, when it was impossible to foretell when victory would come or how much it would cost, and the situation today, with Germany's fighting power destroyed and our terms accepted.

His Majesty, incidentally, expressed the sincere hope that the recent example at St. Paul's of several religious denominations joining for the purpose of expressing the nation's gratitude for peace might prove a step towards closer co-operation between the religious communities for the spiritual life of the nation.

The King paid a tribute to the imperishable deeds of the forces of the Empire and the splendid services rendered by the mercantile marine in the War. He emphasised that the restoration of our over-seas trade, the recreation of our mercantile marine and the development of our ports must be pursued with the greatest energy in order to regain our old supremacy. A spirit of unity, self-sacrifice, patience, industry and thrift were required in order to reap the full benefit of peace. The greatest possible production of necessary commodities was essential in order to maintain the high industrial and commercial position we held before the War. He was confident the ancient, sterling virtues of the British people would not fail us.

He prayed God to continue to guide and inspire us so that we be enabled worthily to use our victory.

Reconstitution Policy In France Is Outlined

Plans To Reorganise Ruined Departments Are Heard By Clemenceau

(Reuter's Service)

Paris, July 31.—M. Clemenceau held a conference yesterday concerning a plan for the reorganisation of the ruined departments. The solution adopted was to decentralise as much as possible and henceforth administrative and technical services will be placed under the authority of a Prefect assisted by a Departmental Director of Reconstitution.

DIRECTOR SZE ANSWERS HONAN RAIL PROTEST

Lunghai Official Undertakes To Explain Why Japanese Money Was Needed

(From Our Own Correspondent)

Peking, July 30.—Director Sze of the Lunghai Railway Administration has issued a reply to the protest of the Honan Provincial Assembly against the proposed Japanese loan for the construction of the Tung-Lo Railway section between Kuanyintang and Tungkuan. In his statement to the Assembly and the Honan Tuchun Sze says that ever since the beginning of the War Belgian advances for the construction of the line have ceased and that it has been impossible to sell the bonds of the railway in the foreign market. This has resulted in a deficit for the railway, as its income was small and its expenses were great; and for this reason it had been his plan, approved by the Ministry of Communications, to complete the unbuilt sections of the line so as to increase its receipts and open further territory to railway communication.

It having proved impossible—in spite of the termination of the war—to obtain funds for the railway from foreign sources, Sze and the Ministry of Communications now propose to obtain Chinese tenders for the construction of the section west of Shenhsien. Those contractors whose tenders are accepted will be invited to advance the funds required for the completion of the unbuilt section and will be repaid in interest-bearing bonds secured on the proceeds of the sale of the line's Second Term Bonds in Europe.

Since, however, Chinese contractors and merchants never have at their disposal sufficient funds to handle so large an enterprise, it has been arranged that they shall obtain the money for the work from Japanese financiers and that, in return for this advance, the Japanese shall be allowed to use their own engineers in laying out and supervising the construction of the railway. The head Chinese contractor, who is responsible directly to the railway administration for the building of the new section, is to sign this loan with the Japanese financiers concerned. There is, however, still a hitch in the negotiations as to the terms of the loan, and nothing definite has been arranged yet.

Commenting on Director Sze's explanation to the people of Honan, a high railway official informed your correspondent that it was not likely that the citizens of that province would fail to see through it. He pointed out that the Japanese have been trying to get the contract for building the Kuanyintang-Tungkuan section of the Tung-Lo Line ever since they took over the German rights in the Shantung Railways, it being evident that they desired to connect the Lunghai system with the Japanese-managed Shantung lines. Their efforts in this direction culminated in a straight offer to the Government to build the Kuanyintang section last Fall, but this offer was flatly rejected by the Government. The present scheme is accordingly looked upon here as a means of letting the Japanese attain their end without offending or exciting the natives of Honan and Shantung.

WANTED, young American age 19 to 24, graduate of High School or College, to learn trust business and banking. Excellent opportunity for advancement. Reply giving full particulars as to age, education, experience, etc., to Raven Trust Co., Ltd., Shanghai.
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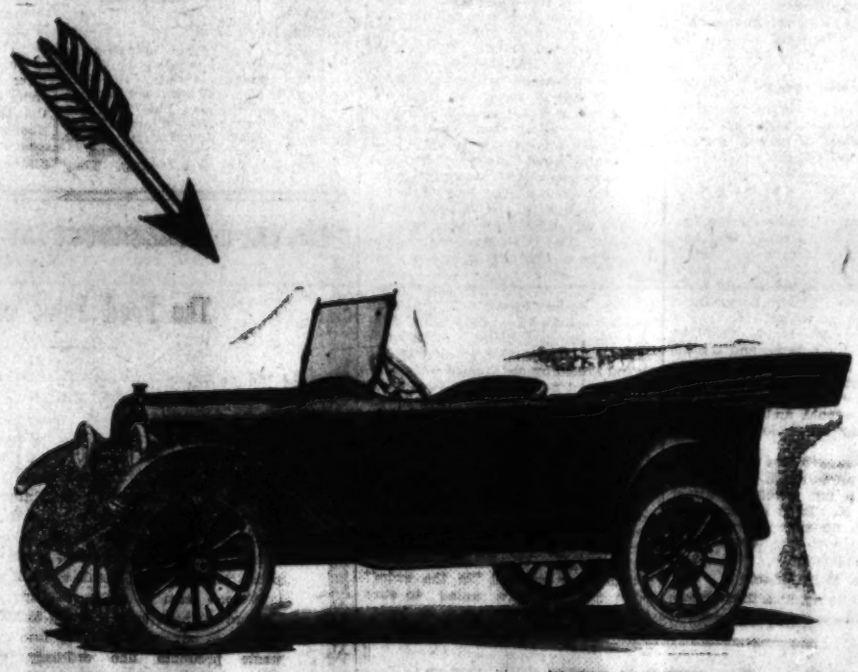

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BRITISH SEEK MARKET FOR EXPORTS IN U. S.

Debt To America To Be Liquidated By Trade Between Two Countries

London, June 15.—Twenty thousand million dollars gold is the sum that experts say we British owe to the United States in national and trade debts, minus, of course, the large sum owed to us in the form of farm and other mortgages.

It is so much that every grown man would have to contribute $5 a week for nearly eight years to pay it off. Which could not be done, especially with the trade part of the debt increasing each day as it does now. It has to be paid somehow. How?

The government part of the debt will be paid with money which the government collects in taxes from individuals and firms. The individuals and firms have to make it in business. If the total money in use in business is not increased by new money made in foreign trade, but stays about the same—just goes round and round from person to person, to shop, to trader, to manufacturer, to worker, and so on—then the collection by the government of this money with which to pay the debt would slowly bleed our business to death.

British Must Seek Trade

That means that we simply must not in any circumstances allow the government to collect in taxes for expenditure abroad (if the government spends it all at home the country as a whole may be just as well-off) more than the new money that is being brought in from abroad by our traders.

In other words, to repay the American debt we must make at least 20 billion dollars abroad, for the same reasoning applies to the purely trade debt that applies to the government debt. Where shall we get it?

We might make much profit by trading with China, India and Russia, then bring it home, pay part of it in the form of taxes of the government, so that the government part of the debt could be repaid, and use the remainder to pay off trade debts with America.

But that means waste in carrying the money about so much. It is complicated. It is not a direct way of paying the debt. It is not so direct and satisfying, for example, as letting the Americans pay our debt for us with their own money.

America Can Help British

The strange thing, at a first glance, is that America really wants to pay off our debt with her own money. Secretary Redfield, of the United States Department of Commerce, is conducting an official government propaganda to persuade Americans to buy British goods. Supported by bankers, journalists and Chamber of Commerce experts, he is telling the people and particularly the business men, that America must enable Britain to pay her debts in the easiest and simplest way in order to disturb international conditions as little as possible.

So the way in which America can pay our debt for us is simply this: we must sell 20 billion dollars worth of goods to the people of the United States which they will pay for in dollars with their own money; and then, instead of bringing those dollars to Great Britain, we must leave them there to be used in paying off the debt.

Our foreign banking and exchange system will make possible the fair and effective use of those dollars. The process can be spread out over as many years as is convenient, but the quicker it is applied the better.

Says British Are Too Slow

If British traders and British manufacturers act quickly the thing is done. Up to the present they have been far too timid, not showing a tenth of their energy in entering American markets that the Americans have shown in coming to Great Britain. They have used many excuses—American tariffs, pressure of demand in other countries, the antipathy of Americans. But the fact is that not one British firm in a hundred has really tried, by studying the American market year after year and making sensible efforts. The few that have gone at it sensibly have succeeded—look at the way "Lux" is doing business in the United States. English china has done very well in the past. The Irish linen makers are uniting in a $450,000 American campaign.

But think of the scores of other wasted opportunities. Why even orange marmalade, a product that America has always thought of as typically British, is being boomed in the United States by an American firm!

Now—not next year, but now, while America is ready and eager to help—is the time for British business men of all kinds to go ahead vigorously and intelligently in this campaign.

There is a genuine craze in nearly all parts of the United States today for British things. The man with London clothes, the woman with an English or Scottish country walking suit, and everyone with anything that he can proudly point to as being British—they are all "in the swim" today, and they are going to stay there indefinitely if our manufacturers act vigorously and promptly.

Will they? Will they strike off that 20 billion dollars for us and leave the profits from Russia, China and India for the true enrichment and improvement of Great Britain?

Shanghai Shipping Halted By Typhoon

(Continued from Page 1)

the Garden Bridge to Nantao, were hard hit by the wind. The Public Works Department attempted to do some work yesterday but abandoned it until the storm ceases.

Signs were blown down on several streets and wires were down on Broadway in the morning, temporarily delaying street cars. Electric lights on Nanking Road were out for two hours last night because of a broken wire.

Baseball Stands Damaged

The matshed used as a carriage and automobile stand at the Race Course, near the Swimming Batu, was blown down and the matted roof of the Baseball Club's grandstand was taken away by the wind.

Damage was reported in the French Concession, several trees having been blown down in the outlying districts, on the French Bund and Avenue Edward VII.

Shipping Hurt Most

Coastwise and river shipping is almost entirely suspended while big liners are unable to enter the port because the pilot boats will not venture out with the typhoon but 60 miles from Woosung. Six pilots of the Shanghai Pilots' Association are at Woosung with steamers and liners.

Ten vessels are at Woosung. They are the Robert Dollar Company freighter Tancred, for Manila; Russian Volunteer Fleet liner Saratov, for Marseilles; China Merchants' Navigation Company steamers Taishun, for Hongkong and Canton, and Haean, for Foochow; Kailan Mining Administration steamer Kiangping, for Chinwangtao; San Peh steamship Rotorua, for Nanking; Shanghai Transportation Company steamship Taiei Maru, for Wakamatsu; Mural Trading Company steamship Mikuni Maru, for Tsingtau; Mitsui Bussan Kaisha steamship Fukuri Maru, for Japan ports, and the Buyo Maru, for Moji.

Many Held In River

The following vessels have been cleared by the Customs but have been held up by the typhoon:

China Navigation Company river steamers Wuchang and Chungking, and the Tean, due to sail for Hongkong and Canton yesterday; Nippon Yusen Kaisha's steamers Kasuga Maru and Mikawa Maru, for Japan ports; Russian Volunteer Fleet steamship Simbirsk, for Vladivostok; South Manchurian Railway Company's steamship Kobe Maru for Dairen, and Fumi Maru, for Tsingtau; Osaka Shosen Kaisha's steamship Koyo Maru, for Keelung and Takao; Ningshao steamship Upolu, for Tientsin; San Peh steamship Weishun, for Foochow; Suzuki and Company's steamer Senyo Maru, for Wuhu, and H. O. steamship Tehsing, for River ports.

But few sampans ventured in the river yesterday and men-of-war ran their own steamers and boats for the officers and sailors going on liberty parties. The ferries did not alter their schedules and had no difficulty in crossing to Pootung.

The Banvard Company

The Banvard musical comedy company entertained another large house at the Olympic Theater last night when they presented a new vaudeville bill and the musical absurdity made public on their pervious visit and labelled "The Suffragettes."

William Horley and Ruby Franklin were popular in a new comedy turn and other variations which pleased the audience were provided by Emma Ellsworth and Rose Smith, who sang together, Bobby Ryles, Myrtle Dingwall—who introduced a Japanese number, Rylils Barnes, Roy Haig, Hazel Boyd and the chorus.

Tonight the Banvards are giving "Hello Hawaii" together with more vaudeville turns.

C. T. WANG STILL IN PARIS

(Reuter's Pacific Service)

Peking, August 1.—The report that Mr. C. T. Wang is in Washington is incorrect. Mr. Wang is still in Paris, although recently he made a short trip to England.

Obituary

Mr. George A. Storey

(Reuter's Service)

London, July 29.—The death is announced of Mr. George A. Storey, Associate of the Royal Academy.

New Bishops Receive Investiture At Rome

(Reuter's Service)

Paris, July 31.—The new Bishops of Metz and Strasbourg will shortly receive their canonical investiture at Rome.

Policy In Russia Attacked In Commons

(Continued from Page 1)

new weak states forming an important bulwark between Germany and Russia. Four months ago the fate of these States caused anxiety: it was feared they would be unable to withstand organised Bolshevist attacks and the Allies would be compelled to render powerful help. These States, however, had successfully resisted the Bolshevist attacks and propaganda. This was due to the fact that General Denikin and Admiral Koltchak had engaged two-thirds of the Bolshevists, enabling our demobilisation to proceed.

If we had not aided the Russians we should have seen the Bolshevists growing continually, the balance in Central Europe fatally deranged and League of Nations stultified at the outset or we would have been forced to make exceptional exertions, far greater than supporting Admiral Koltchak and General Denikin.

We were now withdrawing from North Russia and the Caucasus and two battalions from Siberia. In a few months we should have hardly a single soldier in Russia.

We were continuing our contributions of ammunitions and also considering economic aid.

Describes French Activities

The French had concentrated upon the rehabilitation of Poland, the interests of Czecho-Slovakia and Rumania and had a larger body of troops opposing the Western Frontier Bolshevists than our aggregate contributions.

Mr. Winston Churchill emphasised that Great Britain's policy coincided with the Allied and Associated Powers' ideas and actions. The present situations were war legacies. We should not assume that our victory could now be safely left to take care of itself.

Our contributions in munitions were unmarketable surpluses valued at twenty to thirty million pounds.

With regard to the demobilisation, over three million officers and men had reached their homes and it was continuing at the rate of five thousand to six thousand daily. It would be accelerated henceforth. The discipline and good spirit of the army is being increasingly maintained, despite a lot of deliberate cruel and criminal provocation.

GOT YOUR DOG LICENSE?

The round-up of unlicensed dog owners is showing results.

Yesterday 26 Chinese dog owners, men and women, and one foreigner appeared in the Mixed Court and paid fines in expiation of their laxity. The Chinese were assessed in amounts running from $2 to $6 and totaling $60 and Mrs. R. Manikus, 22 North Szechuen Road, was fined $4.

On Friday half a dozen Japanese residents appeared in the Japanese Consular Court and paid Yen 2 each for similar remissness.

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The Food Value of Milk

In an interesting and instructive article on milk Mr. W. Howard James, M.B., B.c., has the following to say regarding its food value and usefulnees in cases of rheumatism:—"Milk is one of the cheapest sources of animal proteid. It is very much cheaper than flesh foods in this respect. It has also the advantage over meat of containing quite a large percentage of carbo hydrates and fats, and thus a quart of milk is equal to about one pound of beef steak. The milk in normal times would cost fourpence and the beef steak a shilling or more. Milk is a good form in which to supply the nitrogenous element of food to rheumatic and gouty patients, as as it does not easily split up into uric acid and allied waste products like ordinary animal foods. It should also be remembered that, though rich in proteid, milk is devoid of such stimulating substances as are found in meat. Milk, on account of containing a considerable quantity of water, and not easily being broken up into uric acid, is a good food in kidney disease, in heart disease with dropsy, and in inflammatory affections of the urinary passages."

Value of Milk as a Remedy of Obesity

The milk diet is one of the remedies for obesity. In the Summer when there is less drain upon the system, when life is more normal and the outlets of energy fewer, the milk diet may be undertaken with good results. A quart, or even a gallon of milk, drunk at regular intervals that are convenient, and but one meal a day, if any, will soon bring about a marked lessening of weight.

Milkmaid Milk Depot, Shanghai

Value of Milk as a Remedy of Sprue

In regard to many diseases which one sees only rarely, one may be pardoned for having somewhat hazy ideas as to what is really the best modern method of treatment. Some of us may feel thus about sprue; we have heard about all sorts of dietetic treatment, strawberries and cream, pure milk, meat diet, as well as of three day periods with two or three different kinds of diet. Any who feel confused by these different dietaries will turn with pleasure and relief to an article by Ashford in the January number of the same Journal. Milk is what he recommends: milk taken slowly—perhaps through a tube or a straw, but in any case ten minutes should be spent on each feed; milk taken at two hour intervals beginning from the hour of waking, so that if possible nine feeds are taken each day. At first the quantity of each feed should be only eight ounces, but after four days this should be increased to nine ounces, four days later ten ounces should be taken at each feed, and so on till thirteen ounces are taken nine times in the day. The milk is usually given cold, and may be either plain or modified in one way or another—e.g., sowed with the Bulgarian bacillus or peptonised, or it may have added to it soda bicarbonate, or Vichy or lime water. Ashford specially recommends "plantain gruel" which mixed in varying proportions with milk has often a most felicitous result in the feeding of sprue patients intolerant of milk alone. One sets about the preparation of the gruel as follows:—a green plantain is cut into thin slices which are dried in a hot sun, they are then powdered in a mortar, and from this powder the gruel is made. Ashford permits the addition of three or four organges, or an equal bulk of grape fruit, to the milk diet every day, and after 117 ounces of milk have been administered for four days, solid food may cautiously be substituted for some of the milk. The only drug he uses as a routine is castor oil which is given every four days during the course of the milk treatment.—*The China Medical Journal.*

It is an essential condition of safe milk production that it should be kept at a low temperature during the whole of the interval between being drawn and being consumed or preserved.

STERILISED MILK

READY FOR DRINKING

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Just rub the lid to clean it perfectly, punch two holes, pour out.

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Sterilized Milk
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Ready for Drinking

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"Spring" Collars

As style 4. Four Fold Double Collar, Lock Front. Depths 1½, 1¾, 2, 2¼, 2½ inches

Usual Price **$2.50** Dozen

$2.00 DOZEN

STYLE 2

900 DOZEN

"King" Collars

As style 2. Smart Four Fold Double Collar, Lock Front

Depths 1¾, 2, 2¼, 2½, 2¾ inches

Usual Price **$4.50** Dozen

$3.00 DOZEN

STYLE 3

300 DOZEN

"Duke" Collars

As style 1. Four Fold Double Collar, Lock Front. Depths 1¾, 2, 2¼, 2½, 2¾ inches

Usual Price **$4.50** Dozen

"Summer" Collars

As style 4. Non Lock Front. Four Fold. Depths 1¼, 1¾, 2 inches

Usual Price **$4.50** Dozen

$3.00 DOZEN

STYLE 4

250 DOZEN

"Premier" Collars

Four Fold Dress Collar, square wings, points similar to style 3. Depths 1¾, 2, 2¼, 2½ inches

"Craven" Collars

Four Fold Dress Collar as style 3. Round wing points

Depths 1¼, 1½, 2, 2¼, 2½ inches

Usual Price **$4.50** Dozen

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Concerning Husbands---Their Care And Training

By A Wife (For Obvious Reasons Anonymous)

Much advice is showered upon women concerning the care and training of children, but that other subject, equally important, the care and training of husbands, is, for the most part, untouched, unless it is this that women discuss in the summer rocking chair frankness on hotel verandas.

As far as women's magazines are concerned, the care that is emphasized is chiefly the care of the husband's digestion, which idea coincides with the eminent French-woman's contemptuous "Feed the brutes." The wife who herself would lunch contentedly on a glass of milk and a piece of rye bread will cheerfully concoct appetising dishes, will spend, may, is urged and encouraged to spend, hours of labor in camouflaging by skilful cookery Hooverised meals so that "He" shall not mind that they are meatless or wheatless. One somehow gets the idea that the husband's stomach is all-important. And in a way it is. A right-minded wife, for the sake of domestic peace, if for no other reason, will guard her husband's digestion as the immediate jewel of her soul.

Wife, Fiancee And 'Heaven's Masterpiece'

The attitudes of wife and fiancee are wholly different. It is not that romance flees, that the fire of young love is replaced by the comfortable hot brick of a friendship at which one can warm one's toes during the long journey of life, nor that Edwin is any the less "Heaven's masterpiece" that his Angelina took him for—not at all! It is the perspective that has altered: the sense of ownership has entered in. Very much as if one had admired for long a bit of property that seemed altogether lovely, and then acquired it. It would be as desirable as before, possibly more fondly beloved, yet the sense of ownership would make one look at it with different eyes, and here and there one would see chances for its improvement. It's a rare wife who doesn't attempt something of the sort on her husband. He may be "Heaven's masterpiece," but she will desire to keep the dust off that masterpiece—even to touch it up a little so that it will be her own as well as Heaven's.

Women are continually lectured—so continually that I wonder at their patience—on the importance of being well prepared for the Duties of Wife and Mother, but where is the men's club that could haul in an audience if the lecture were to be on the Duties of Husband and Father? The average man is wholly untrained for his job. Being a father is quite as much a profession as being a mother, and being a husband as much of a job as being a wife. The average man is not only untrained, he sometimes is worse—badly trained, and has much to unlearn. He may have been spoiled by adoring mother or sisters, which is, perhaps, the hardest type of man to marry.

Many a marital disagreement is due precisely to this deplorable lack of training on the part of the man. Seventy percent of the wedded differences are about money, and usually it is the woman who is chided for lack of businesslike management, of budgeting, and the like, yet I hold that one reason for the success of the budget idea when applied to domestic finance lies exactly here—that the husband then can see, as he hasn't seen before, how much the upkeep of a house and family amounts to. Theoretically, he knows that a household has expenses, but actually the $5 he gives his wife looms large in his eyes; the $5 he puts in his pocket melts in a day or two at most, and quite naturally. This simple lack of knowledge accounts for the "Where's the five cents I gave you last week?" attitude of some husbands toward the wife's legitimate expense. Many a man will scold about bills for household upkeep and scold also if given the simpler fare which would quite naturally reduce them.

Demonstration Better Than Lectures

The best cure for this apparently ancient wrong of women is that of the auld wife in the nursery legend—namely, to let George do the purchasing for a month, all of it, and see how he comes out. The thing may be proposed most tactfully—that the wife may learn of him—any preferred method, so he does it. This will probably result in a budget. Many a wife's brow has furrowed in trying to make the cash of a 1915 schedule cover 1919 expenses, while her Edwin has been serenely unaware that strain was necessary and hasn't cut out a single smoke. Yet a simple lack of training in household finance more often causes this than a desire on Edwin's part to shift to Angelina's shoulders all the heavy part of economy.

If Edwin does not take the dose suggested, then Angelina, instead of giving up and continuing her stroke oar policy and walking to save carfares, will proceed to a clearer demonstration. She will budget the household cash herself and make definite cuts—preferably in the menu, exactly where Edwin will notice them. With men as with children, swift and speedy demonstration is worth yards of talk.

"Where in thunder is the cream?" says Edwin, looking at his coffee.

"I left word to have it stopped, it will cut down the milk bill. I suppose one can get used to coffee without it. I don't like it much without, do you?" says Angelina, serenely.

"It's beastly," growls Edwin. Angelina nods acquiescence.

"But we've always had cream," Edwin protests. "Why this pinching economy?"

"Yes; but two years ago the milk bill was not as much with cream as it is now without it. I suppose we've got to fit our expenses to our income."

"But surely I give you enough"——

"Not if you still want cream with your coffee, dearest," says Angelina, sweetly. "Three years ago it was ample, but the 50 percent increase in living expense and allowance at the old figure won't come together. Don't you find it so with your personal expense and the office?"

Edwin ponders. "How much increase do you think you'll need?"

Not only are the household wheels oiled for Angelina, but Edwin has learned something, his education has progressed.

Diagnosing A Plain And A Fancy Grouch

A common defect in husbands is that often the man feels it an expression of frankness to appear at home in a sort of temperamental fatigue uniform, and to let loose on his defenseless family the general cussedness which he cannot afford to display in his business. Possibly he has been trusting to the chance that his wife has been taught the early Victorian attitude of soothing her mate when in such a temper with pleasant smiles, attractive appearance and delectable cookery. As a panacea all these are well enough, but they accomplish nothing in the way of training. Exactly as a child learns speedily enough that if he howls for something he gets it, so this grown-up child learns promptly that the way to get the entire family at his beck and call is to display a grouch.

Of course, the wife's first thought is of physical causes. The fiancee may think when her Algernon frowns and looks gloomy that his love has grown cold or that he loves another. Not so the wife. Just as an experienced mother or grandmother, on hearing a baby's wail, makes a rapid mental survey of possible causes—pin? clothes uncomfortable? time for his bottle?—so the wife makes her rapid mental survey. Broken his pipe? Out of tobacco? Something gone wrong at the office? Or, if in the morning, "What did he have for dinner?" before she concludes that it's a plain grouch. That his heart is another's doesn't enter into the calculation.

"Dearest," she may say, if he comes home ill-natured, "I know exactly what you had for luncheon."

"What, then?" growls dearest.

"Ice cold milk and pie."

He looks at her sullenly a minute, then grins uncomfortably. "You're too darned clever, Angelina. How did you know that?"

"It rarely fails to produce just that result," says Angelina, who, if she is wise, will see to it that her Edwin has something as innocuous as tea and thin bread and butter, and is let alone for a while.

I believe business women are far more tolerant and sympathetic with the after work grouch or even the early morning grouch that afflicts some men than the homegrown woman to whom love is her whole existence and her husband's homecoming the one event in the day. The business woman knows perfectly well what it is to come home tired and cross and to want nothing so much as to be let alone, even by one's nearest and dearest. It's a wise wife who gives her husband tea and sees to it that if he wants a quarter or a half hour peace and "letting alone" he has it. Perhaps when our transit facilities are improved a wife won't need to do this. But at the end of a day's work a half hour of subway, of the jostling, squeezing, forcible proximity of hundreds of humans packed as tightly together as a crowd at a Coney Island pier for the last boat, is enough to make a man with the serenity of the Angel Gabriel feel unfit for human intercourse. It takes him, as if would take the Angel Gabriel, a few minutes to feel that his soul is his own again.

As with her infant, a woman attempts no training of the man of her choice because of "temper" until she is sure that any possible physical cause has been removed.

Putting The Reverse English On Petruchio

But the real grouch is different and deserves no such consideration.

"One of the best tips I ever had," said a clever woman blessed with a temperamental husband, "was from Shakespeare. George had been reading to me the 'Taming of the Shrew,' and reading it with much enjoyment. I began to notice, as I hadn't before, Petruchio's method.

"Said I to myself, 'I'll try it. Petruchio's idea was to show her what it was like—that she hadn't the only temper in the family.'

"Next time George came down in the morning with the storm signals out, instead of seeing to it that he had hot coffee instantly and other near-at-hand panaceas I 'beat him to it.'" (She laughed at the reminiscence.) "I began to scold before he had a chance. 'I waited my breakfast for you and now my coffee's cold! Whatever kept you so long?' I said angrily.

"'But, Martha,' he protested, 'you can have hot coffee in a few minutes, and'——

"'My whole day is spoiled,' I asserted.

"'But that's nonsense, Martha. Such a little thing!'

"In short, he got so busy assuaging my wrath he forgot his own. Also, it sent him off thinking: 'Whatever has got into Martha, to make such a fuss over such a little thing?'—a good subject for contemplation.

"I make fun of him too, sometimes," she confided. "You see, in his own home before he married every one stood around and respected his sacred rages. I don't, and he hates to be laughed at. Sometimes little George will say jubilantly, 'Oh, daddy has something to be cross about!' It does make him rather wild, but he's quit being proud of that sort of thing and chokes it off as quickly as he can now, just as any other reasonable being does.

Shakespeare And Balzac For The Bride's Library

"Griselda was an idiot. All she got from her extreme self-abnegation was the chance to show some more."

Two of the most helpful writers—if a woman would understand dealing with husbands, and to understand dealing with men is to understand dealing with husbands—are Shakespeare and Balzac. Both of these writers are profoundly masters of a knowledge of human nature, which every one knows, and both are strong feminists. Both have an almost startling belief in the vast extent to which the moulding of a man's life and even character lies in the hands of the woman to whom he has given his love. Even St. Paul concurs in this un-Blackstonian theory and would have the bishops celibate for the reason that if a man be married "his desire is to please his wife."

According to Shakespeare, woman is almost invariably the stronger, both morally and spiritually; she supplies the incentive and she supplies the "push." According to Balzac, it was a grave mistake that women were ever taught to look up to men as the stronger (stronger, perhaps, in the active world), but that direction came naturally from women—and should come from them! In short, when a man makes a success of his life, as when he makes a failure, it's a case of "cherchez la femme." And if he hasn't his angles ironed out and his good points emphasised there's something wrong with his wife's training.

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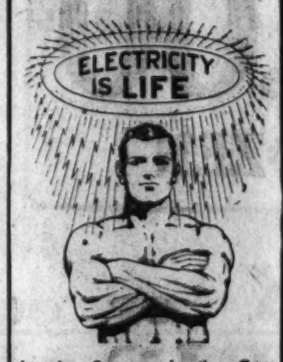

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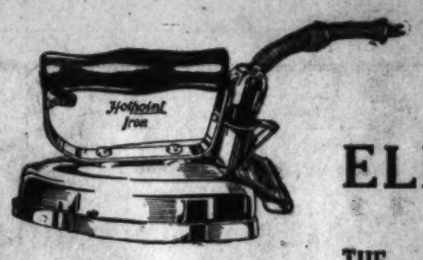

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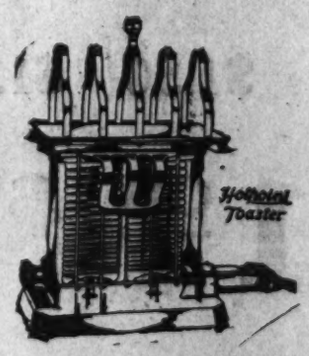

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New York's Last Wet Night Is Dull And Uneventful

Expected Parting Bacchanale On Gay White Way Proves To Be A Figgle

New York, July 1.—As the hands of the illuminated clock at the upper end of Longacre Square indicated midnight this morning a youth, hatless and coatless, was carried across Broadway at Forty-second Street. Dangling over the shoulder of a husky companion, he was distinguished as the only conspicuously drunken man on that corner at the moment alcohol became an outlaw in the United States.

The street throngs in Broadway were larger than on normal nights, but not nearly as large as on New Year's Eve or election nights. There were other drunken men on Broadway, but the crowd that sauntered up and down the thoroughfare was sober. Cafes and barrooms were crowded, but so, too were the soda fountains and the white porcelain stands of the orange juice venders.

The unusual proportions of the sidewalk throngs were due to the desire of many persons to see the celebration that would mark the passing of liquor. But the celebration did not materialise.

Few Follow Catafalque

Six straw-hatted individuals staggered up and down the White Light section a few times before midnight. On their shoulders, as pallbearers, they bore a catafalque, lighted with candles stuck in the necks of whiskey bottles, and these outlined an effigy representing John Barleycorn. "To hell with prohibition; we want whiskey," read a crudely printed sign attached to one end of their burden.

The appearance of such a crew on any election night would be sufficient excuse for the formation of a long procession. Such was the ambition of these "pall bearers," but they were disappointed. The crowds looked at them as they passed. Some laughed, but none followed in their wake.

In Murray's bar in Forty-second Street, west of Broadway, the men swarmed in so fast that bartenders refused to serve mixed drinks. An attendant was stationed at the entrance to warn newcomers that there was little chance of being served promptly. On the bar soiled glasses accumulated because the bartenders had no opportunity to cleanse them.

Curtain Holds For Bibulants

Across the street at the Selwyn Theater the manager held the curtain of his show for five extra minutes between acts to accommodate a goodly portion of the men in the audience who had failed to return from nearby bars.

At the Astor Hotel bar the doors were closed at 10 o'clock and kept closed thereafter, except when men inside left and on those occasions an equal number of anxious liquor seekers was admitted. Similar measures were adopted by the Astor bar on armistice night.

At the Knickerbocker Hotel bar the crowd was not much larger than normal. That was also true of the Claridge tap room.

Half-a-dozen sailors stood in front of the Hotel Astor for a time during the shank of the evening and passed a quart bottle of whiskey from one to another until they became boisterous and were persuaded by a policeman to go elsewhere.

Bottled Goods Active

Stores selling bottled goods for home consumption, however, attracted large crowds. Park and Tilford's, in Broadway, at Forty-first Street, became so densely packed with humanity several times during the evening that the doors were closed.

In Fitzgerald's bar in Broadway, just north of Forty-second Street, an emergency counter had been made out of a plank and a couple of beer kegs. At this improvised counter cape goods were being sold for immediate delivery, many of the customers leaving with a burden of bottles on their shoulders. Others placed orders, paid their money and were given warehouse receipts to show that they were the owners of a certain amount of liquor, which they had agreed to remove from the warehouse within sixty days.

Back of Reisenweber's, in Fifty-seventh Street just south of Columbus Circle, there is a liquor store. So great was the crowd around this place at midnight that Eighth Avenue street-cars were held up. The police took charge of the situation there and formed the crowd in line.

The Hotel Biltmore stopped selling liquor to the general public at 8:30 o'clock. While crowds were still going into the bar, John O'Brien, the wine steward, suddenly announced: "No more drinks will be sold until tomorrow."

No explanation was given other than that the hotel did not wish to have a demonstration. The patrons of the hotel in their rooms were served as usual.

Merry-making crowds in the lobby, on finding the bar closed, formed in groups and walked about, singing "Open up the bar!"

Later in the evening, as theaters began to discharge their crowds, the business of consuming liquor for the last time in public became more active.

The rule against serving men in uniform seemed to be definitely abandoned in most cafes. Soldiers, sailors and marines experienced no difficulty in obtaining all the liquor they desired.

Off the beaten track of Broadway the night was more than normally quiet in the hotels. Few persons were at the bar in the Plaza or the Pennsylvania. In the latter restaurant preparations for a farewell to booze had been made in the main diningroom. A dancing place had been cleared in the center of the floor and 125 tables set about it. At 11:30 last night there were only thirteen patrons in the room.

The Bowery apparently took its cue from the lobster belt. From Cooper Square to Chatham Square the saloons had about an average trade. Some were fairly well filled, others did little business.

"The cool weather is bad for business," a bartender in Farley's old place at 133 explained. "Folks don't care to drink much a night like this. Prohibition? Well everybody thinks 'suds' are going to stay with us, and they don't worry."

Stronger Starts Something

The only excitement developing along the Bowery came in the early evening in a saloon near Pell Street. There one evidently not of the Bowery started an argument. A policeman ended the argument before any damage was done, but not before a crowd had gathered outside.

"'Taint nothing," an oldtimer in the district explained. "Just an amachoor lush looking for bother. In the old days he'd a got it. Now look at him! Why his collar ain't even mussed!"

This opinion was indorsed by a policeman.

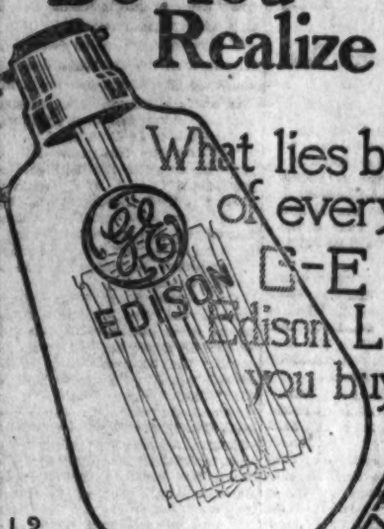
"Nothing to the Bowery any more. You see, down here them that drink take their drinking seriously and do it regular. They don't take prohibition at all serious."

Further east, on Third and Second Avenues and on Avenues A and B, things were as quiet as on the Bowery. The usual crowds were in the saloons, there were the usual number of men and women to be seen "rushing the can," but the rush on places specialising in bottled liquors, so noticeable on avenues further west, including Fifth Avenue and Broadway, was absent.

This condition held true on the East Side as far north as Harlem. The dulness was most marked in the "gashouse district," while up in Yorkville many saloons were deserted.

Daisies gleamed in the buttonholes of many yesterday. They were worn as a protest against the alleged violation of the rights of the individual imposed by prohibition. The floral protest was the idea of the Association opposed to National Prohibition.

Do You Realize



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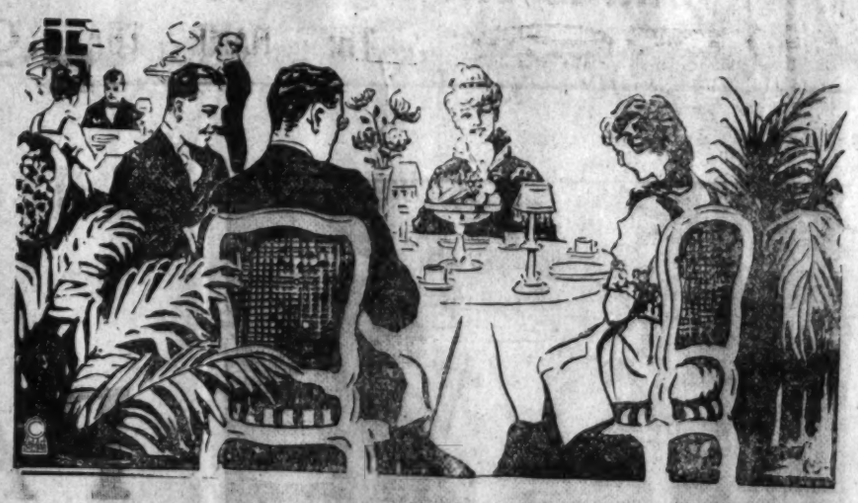

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Story Told Of Belgian Hero Who Tried To Kill Kaiser

Why Thielt Honors The Memory Of Alois Van Keirsbilk, Called 'The Silent.'

By Egbert Hans

"Alois Van Keirsbilk is to be buried tomorrow."

This was the message which on April 25 last spread like magic through the Belgian town of Thielt, and the people prepared in silence to pay their last tribute to their "hero martyr."

Alois van Keirsbilk was the idol of Thielt, for he was the man who "almost killed the Kaiser with hundreds of his mighty crowd" when the Kaiser visited the town in 1914, while it was the headquarters of the Duke of Wurttemberg, Chief of the Fourth German Army. Before that Alois had done many other big things in the war, in which his success had been complete, but he will always be known best to his fellow-men and to their children and grandchildren for the attempt in which he failed—"the almost killing" of the Kaiser. Now his remains were to be brought from Ghent, where back in 1914, with the bodies of three other men, they had been thrown into a ditch dug in haste after twelve German soldiers had riddled Alois with bullets. Thus the whole town would honor the memory of one of its sons whose name will be mentioned as long as the great war is spoken of, as that of a man who knew no fear and who, in the face of death, refused to involve in his own miserable fate those who were suspected with him.

Here is the story from the beginning, as it was whispered back in 1914 all along the electric cable of death bordering the Belgian frontier which all secrets had to pass to reach the outside world though many had to be kept until the day of deliverance came. The secret of Alois Van Keirsbilk's work was one of the latter.

Thielt was the headquarters of the Fourth German Army and sheltered the Commander-in-Chief with a staff of hundreds of officers. Alois Van Keirsbilk was chief conductor on the railway between Thielt and Bruges. Also he was the chief of a secret organisation which had only one object—"help to our boys and death to the enemy." The organisation was in communication with the Belgian army through spies who made regular trips into Holland across the "cable of death," and many a German plan originated at headquarters in Thielt failed, thanks to the activity of Alois and his men.

It was not long before Alois saw his chance for a big stroke. The Kaiser was coming to Thielt on the first of November. A desperate attack was to be made against the Belgian forces along the Yser and from there on against Ypres and Dunkirk, and Wilhelm II. in person was to inspect the preparations.

Kill the Kaiser and the war will be over, was the firm conviction of Alois and his friends and they set to work. Alois acquired all the information that his organisation could procure as to the movements and schedule of the imperial visitor, and sent all the details to his agents in the Belgian army, with the request that airmen be sent at the opportune moment "to kill the Kaiser!"

Only one of the three messengers who were sent out reached the other side of the electric cable, for at that time the guards were doubled. But one was sufficient and when the first of November came Alois felt confident that something would happen.

The big dinner at which the Kaiser and his staff were to gather around the table, and for which all the best silver in town had been requisitioned, was to begin at 2 o'clock. At that moment anxious eyes watched the sky toward the west. Would they come, the airmen with their bombs to do the deed that would finish the war? Would they be in time?

At 2:15 there was a speck in the blue sky. It grew bigger and bigger, and soon the watchers distinguished three flying machines. In haste Alois communicated with his friends. Barely had those who were warned taken shelter when the first explosion was heard. Then for a few minutes the town of Thielt shuddered as bomb after bomb exploded.

It was a well managed raid and the daring airmen escaped in safety, but it was all in vain. There had been a sudden change in the Kaiser's schedule and the war lord had left Thielt at 2 o'clock sharp. During the bombardment his motor cars were speeding along the road to Bruges and his life was safe.

But the commander of the Fourth German Army raged in his private office at the kommandatur. The secret of the visit had plainly got out. The Kaiser, the idol of 70,000,000 Germans had barely escaped death. The guilty had to be found and punished.

A contra-spy system was organised at once and large sums were promised for any bit of information. Slowly but surely Alois was drawn into the net woven by a most minute and complete investigation. On Feb. 2 he was summoned to the kommandatur and taken prisoner. Already three of his co-operators were there.

It was then that Alois Van Keirsbilk showed the courage which won for him the name of "the Silent Hero." He knew that one word spoken lightly might betray the whole of his organisation, and his last word to his friends who were still free had been, "Do not let my absence or death scare you; but keep up the work that we have been doing." After his arrest nothing could induce him to speak even a word. All devices, old and new, were tried by the kommandatur—tortures as well as promises, the menaces of a cruel death, and the promise of life in luxury. It was all in vain. Perhaps Alois thought of the many lives he had in his hands. Anyway, he remained silent.

He was condemned to death on Feb. 25, and then the Germans created and applied as devilish a scheme of mental torture for a human being as could be devised. Alois had two children, and a third was to be born soon.

"On the day that new life enters your home your life will end unless you speak," said the German inquisitor. Undoubtedly Alois thought of his wife, who would be calling for him on that day more than ever. Perhaps he thought of the new baby also. Nevertheless he was still true to his name, "the Silent."

On April 5 a little girl was born in the Van Keirsbilk home. It might seem unbelievable, but evidently the Germans had waited for the event. On the same day they sent official word to "Madame Van Keirsbilk" that if she desired to see her husband still alive, she could see him that day at 3 o'clock in the prison at Ghent. A merciful neighbor nurse saw to it that the message did not reach the mother, then nursing her day-old baby. Instead the eldest girl, 10 years old, was sent to the prison to see her father. Full of joy, in her happy ignorance, she exclaimed:

"Oh, father, you must come home with me. We have a little sister, and mother wants to show it to you. Come, father!"

But father could not come. He pressed his little girl in his arms. He could not tell that she would never see him again for he wanted to spare the mother, who had to live for the children. Not a word did he say. One kiss, and the big prison gate closed after the child, while her father prepared himself to die.

His end came next morning at half-past five in the "cour" of the prison. Four Belgians were to fall that day. When Van Keirsbilk arrived at the place of execution, three were already lying dead against the wall. For some unknown reason he was to face the muzzles of twelve German rifles alone.

He refused to be blindfolded. "Let not a German hand touch me in this solemn moment when I die for my country. I have no fear of your bullets," the Belgians heard that he said, and erect he waited for the moment when his agony would come to an end. A few seconds later his body, with those of his comrades in death, was thrown into the ditch.

In the afternoon of the same day a German soldier knocked at the door of the "Widow Van Kiersbilk" and delivered a parcel to the devoted neighbor who was caring for the new baby and its mother. The woman opened it, and with horror found that it contained the suit of clothes of the unhappy master of the house. That was the German announcement of his death.

Loving friends managed to keep the news from the widow for several days, although the continual absence of her husband plainly made her fear. But one morning she was looking through the window into the street, when the church bells began to ring for a funeral service. The people attending looked up at her and nodded with sympathy. None told her, but perhaps the unhappy woman read the pity that was in the eyes of the passers-by. Nobody knows, but suddenly a terrible look of suspicion came into her eyes. She rushed downstairs, where the neighbor nurse was preparing the meal for the children, and, seizing her by the arms, cried out:

"Who is dead? For whom are the bells ringing? Is it for Alois? Tell me, or I will run out into the street and find out. I must know where Alois is. I must know it if he is dead." Then and there the sad news had to be broken, and the widow of Alois began a time of lonely misery only broken by the struggle to keep her three children fed and clothed.

Today the Belgian flag flows again from the tower of Thielt and the thrifty people of Flanders are busy rebuilding their homes. Many of the men are missing; some died on the battlefield, others in prison, but all died fighting for the small strip of land they called their own, and those who remain cherish the memory of their heroes. They will tell their stories to their children and grandchildren, thus adding another page to the glorious history of Flanders, and among those stories will be that of Alois Van Keirsbilk, who tried to end the war by ending its instigator, and who failed and died silent.

WHAT TO DO FOR MALARIA

In Malaria, as in most other troubles of life, it is the "weakest that go to the wall." The microbes of Malaria thrive and multiply with astonishing rapidity in watery blood; it is for this reason that anaemic, debilitated people develop ague and fever in malarious districts, while the red-blooded and robust remain perfectly immune.

To prevent Malaria, therefore, it is of the first importance that the blood should be kept rich and healthy. And to cure Malaria it is necessary to build up the blood, to provide it with a fresh supply of red corpuscles in place of those which the malarial microbes have destroyed, and thus to restore to it the power to repel and overcome the disease.

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Halt An Hour With Pope Benedict XV.

Recent Visit And Conversation About Public Questions Described By New Yorker Who Had An Audience In The Vatican—A Student Of American Affairs

By William P. Larkin
(American Director of the Knights of Columbus Overseas Work)

I stepped into the study of his Holiness the Pope, as any humble son of the Church might—a little nervous, but a mighty lot curious, with a great deal of reverence to balance the two. Archbishop Cerotti, the Pope's secretary, introduced Edward L. Hearn of New Rochelle, Overseas Commissioner for the Knights of Columbus, and myself, while Mgr. Tiberghien had the two of us under his wing. We had no sooner passed the picturesque Swiss Guards and gone on through the different magnificent rooms—some of the 7,000 chambers in the Vatican—on through the doorway of the deep but not too imposing study, when Pope Benedict, dressed in white, came toward us, walking as far as the center of the room from a desk near the window. We met him there, knelt and kissed the Pontifical ring, and then seated ourselves before him, one to the left and one to the right.

My first impression was of a keen, alert personality. There is about Benedict XV. some facial quality that gives immediate notice of the sheer brainpower of the man. He has deep set, snappy black eyes, which look at you intently and then move swiftly to read another face in the group. He has quick little gestures of the hand while speaking, and a rich, nervous voice decidedly pleasant to hear.

The Pope spoke to us in French, rapidly at times, yet it was easy to follow him.

He surprised me with his knowledge of the names of men prominent in New York and other American cities. First of all, he spoke of Archbishop Hayes, with what interest he had followed the career of New York's Archbishop, from the time when he was a parish priest. His Holiness, I found, was most impressed with the future of America. He shared the astonishment of other keen students of the times at the war effort this country had made, and reported that he had heard nothing but words of praise for the American fighting man.

"I have met many of your young fighting men," said the Pope. "The Knights of Columbus Secretaries bring them here for audience. They always impress me with their fine, vigorous youth."

His Holiness then went over certain documents I handed him, giving detailed statistics concerning the war work of the Knights of Columbus. His keen eye scanned each page, and as he read figures under various divisions he ejaculated, "Bene!" and made running comments which showed that this was not the first time he had studied our undertaking. He even knew well many of the Chaplains who had gone overseas in the uniform of the K. of C. He spoke of some of them affectionately by name. I found, too, that his Holiness had heard of the late Joyce Kilmer, poet and newspaper man. He was quite familiar with the fighting tradition of the 69th Regiment. I related to him that Father Duffy, the Chaplain of the 69th, had said, when importuned for an interview, that the reporter could say almost anything in Father Duffy's name, so long as he didn't say anything that might offend the Pope. His Holiness laughed heartily at this, and I had an opportunity to observe his white teeth. Although he is now, I think, in his sixty-eighth year, he shows none of the signs of an old man. He questions with all the eagerness of youth, and when the answer is especially apt, or of the nature of repartee, he smiles broadly and cries, "Bravo!"

The Pope is well aware of the propaganda against the Holy See for its attitude during the war; but he is quite satisfied that time will prove the wisdom and justice of his course, which was one of neutrality throughout and a firm condemnation of the laws of war. The official journal of the Vatican has prepared an article stating the Pope's position throughout the war, which, when read in cold blood by many of those who excitably made accusations against the Holy See during the war, will convince them that the Holy Father did everything in his power to mitigate the horrors of war for those poor unfortunates upon whom these horrors fell with unusual violence.

His Holiness was thoroughly acquainted with all that was being said concerning the League of Nations. He did not discuss the League, nor did he discuss the Peace Treaty; but he did applaud warmly the utterance made by Supreme Knight James A. Flaherty of the K. of C. when he lined up the Knights against Bolshevism and all other manifestations of extreme radicalism.

"That danger is not new to Europe," the Pope said. "The war has brought it forward with unusual clearness. I think it is just as much a task for the world to maintain the spiritual integrity of the nations as it is to maintain their physical integrity, for the soul of a nation's body is to thrive. Interference with the spiritual life of a nation would be just as disastrous as interference with its political life."

I was eager for his Holiness to elaborate this thought; I knew that if he did so it would give the world information of value and of deep interest to those watching its peace-making. The Pope reflected for a moment, and then said, quite suddenly:

"You Americans are magnificent at organisation. It would be splendid if here in Italy we could have such an organisation as you represent."

He spoke of what a good impression the Knights of Columbus Club, next to the Minerva Hotel in Rome, had made upon the Catholics of Rome. He hoped that some such club could be permanently maintained. The people of Rome were profoundly affected, he said, by the soldierly conduct of the American soldiers and sailors who were the guests of the organisation in Rome, and this was true of all other parts of Italy where Americans had been located.

His Holiness expressed delight when I told him that Cardinal Mercier intended to visit the United States.

"I am sure America will receive him with open arms," he said.

Then he spoke in general terms of the coming peace. He hoped and prayed it would be worthy of the millions of young men who had perished in order that it might come to the world. Reverting again to his visitors, he spoke entertainingly of Rome, indicating some of the magnificent churches we should visit before leaving. He went on to describe his pleasure in meeting President Wilson, and seemed amazed again when I said that America had never had an opportunity to see that meeting registered in the almost ubiquitous movies. The Vatican is about the only place uninvaded by the movie man, who has been in the gardens, but never in the sanctum sanctorum.

The Pope rose, and remembering surprised at his small stature. During the conversation I had somehow a subconsciousness that I was talking with a man physically as big as his brain.

He gave me a particular blessing for the K. of C. and then praised warmly the vast reconstruction and employment work undertaken by the Knights. He selected some souvenirs from a small bookcase and gave them to Mr. Hearn and myself, inviting us to his private chapel for mass in the morning. Then he playfully bade us "good-morning" in both English and French.

"You are going to be in Rome for some time," he said, "so we shall see much of each other, and the next time we shall talk in Italian."

Outside we read the time as 12:47 We had entered the Papal study at 12:15. On the following morning we attended mass in the private chapel, the most modest little chapel in Rome, contrasting strangely with the great monumental churches with their rich marbles and precious paintings and ornaments. From the Pope's hand we received communion, and after the mass he knelt through another mass of thanksgiving and then passed down the little chapel, blessing those in attendance.

It was when I had left Rome, when I met Mons gnor Ceretti in Paris, that he informed me that the Pope had designated me a Knight of St. Gregory and that Archbishop Hayes would bestow the symbols of Knighthood upon me when I returned.

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Today's Church Services

[redacted]

A Column Of Verse

The Good Things Of Life

(From the French of Aristophe Hustin, XVIth cent.)

Give me an house, convenient, clean and fair;
An old-world garden with its fruitful walls;
Orchards and spreading vines; a few tried thralls;
A faithful wife unspent with child-

to long for his own country.
By night he saddles his noble steed,
And secretly he shoes him
With golden nails that shine like stars, and shoes of beaten silver,
And a bridle fair all sown with pearls he gently puts upon him.
Close by his side there stands the maid, the maid who loves him dearly;
She holds a torch to give him light, and fills with wine his goblet.
And every time she fills the cup she weeps and thus entreats him:
"O take me, take me, Master mine, and keep me ever near thee!
I'll strew thy couch that thou mayst sleep; I'll cook the food thou eatest;
I'll be the earth whereon thou treadest, the bridge whereby thou passest;
I'll be the burnished silver cup from which the wine thou drinkest,
That thou mayst drink the blood-red wine, and see me shinning through it."
"There where I go, O lovely maid, in truth thou canst not follow!
For there are wolves upon the hills and robbers on the mountains;
They'd seize thee from me, Sweetheart mine, and cast me into bondage."
"Then I'll out of my maiden's garb, and like a boy I'll dress me,
That where thou goest I may go, and run beside thy stirrup;
But take me, take me, Master mine, and do not bid me leave thee!"

—By Rose Kerr in Balkan Review.

TREK SONG

When the snow has left the hollows
And the birds are flying North,
When the winds are warm with April and the rain,
Oh, it's then the footsteps falter and the weary eyesight follows
The ways that to the wilderness lead forth.

Then the heart longs for the river
With its chanting choral song
And the chair of inland waters without end,
Oh, it's then the pulses quicken and the nerves are all aquiver
To take the trail and trek among the strong.

And the fellowship of faring
Is the lure that wills you on
With the call to which you never answer no,
So it's then you'll take the highroad and the free road, never caring,
And life will lead you out to meet the dawn.

When the wilderness is calling
To the broad, unfrodden floor,
And the heart responds with fervor to the wind,
Oh, it's then you'll sing the trek song, to the lilt of water falling,
And Wanderlust will open wide the door.

—Arthur S. Bourinot.

The International Scandal Of The Morphia Trade In China

By Putnam Weale

While until a few years ago it was the opium trade in China which was attracting the world's indigna-

almost entirely handled by Japanese sub-agents and peddlers in China, is largely based on British export. That is the pith English of it

to abate this unchristian traffic—and everyone of them is fighting unsuccessfully. The International Anti-Opium Association—mainly a British-American Group with affiliations everywhere—has done its best and has also failed. Why? Here is the explanation taken from the files in London.

"Extract from Parliamentary Debate, October 23, 1917"

"Morphine (exportation to Far East)

"Question: Sir William Collins asked whether any understanding has been come to with the Japanese Government on the lines of the International Opium Convention of 1912, whereby the export of morphine manufactured in Great Britain will be restricted as regards its distribution in the Far East to use for medicinal purposes only?

"Answer: Lord R. Cecil: Licenses to export morphine or cocaine from this country to Japan are not granted unless they are accompanied by certificates obtained from the Japanese Home Office, or from the Japanese authorities of the Kwantung leased territory, to the effect that the morphia and cocaine is for actual consumption in Japan or in Dairen and its vicinity and if for medical purposes only. A notice to this effect was published in the Board of Trade Journal on October 11 after communication with the Japanese Government. We understand that the Japanese Government have issued the necessary instructions for the prevention of smuggling of these drugs and for the exercise of due control in all cases."

Now this official answer is a prevarication and the spokesman of the British Government must have known that it was a prevarication. Although licenses are necessary for ordinary trade export, no licenses are apparently required for despatch by parcel post from England, two pounds of a drug more powerful than morphia (70,000 injections) having just reached chemists in Peking as an ordinary postal shipment. And when petty Japanese officials in Dairen (and Tsingtau) are empowered to issue licenses, accepted by the British Government in unlimited quantity, we begin to see what is behind this business.

The Acid Test

It is to someone's advantage to foster a trade which, while it is

drugs, in China chemists of all nationalities, British as well as others, can do as they please. They cannot have their books inspected by the Customs, neither do their consuls impose on them the necessity of even keeping records of the sale of morphia, once they possess a license. Moreover, the regulations issued by the Japanese Government to control Japanese subjects, who are the main distributors, are so flexible as to be as valueless as the British licensing system. This is proved up to the hilt by the fact that fifty tons of morphia were imported into Japan in less than four years, which is irrespective of the amount produced in Japanese laboratories, almost all of which was re-exported to China. If the root of the evil is to be cut out, China must demand that Government inspectors be placed in every laboratory in England, America, and Japan; that all export be controlled by limiting the amounts exported to strict medical requirements to be ascertained and stereotyped on an average-system; that all chemists in China be required to keep special books for morphia and all opium derivates; that everyone dealing in morphia must be registered by the Customs; that the Customs be empowered to inspect all books; and that unauthorised smuggling or dealing in morphia in China be punished by deportation.

By such measures and by such measures alone can this monstrous business be stopped. Some years ago an English correspondent in Manchuria showed in a grim letter how morphia, after passing through many hands, finally reached the Manchuria coolie. The man had merely to approach a small window, thrust in his hand with the necessary coin, and receive in return a puncture from the needle in the arm. Neither victim nor the violator ever saw one another. The crime was like a crime in the night. It was mechanical, stereotyped—licensed as Lord Robert Cecil declared in Parliament. At the present moment there is no such evil as this in China left so flagrantly unchecked. That England should be as responsible as Japan for a continuance of this traffic is a blot on her fair name which the British Government must remove before a public denouncement of the traffic is made at the League of Nations Congress.

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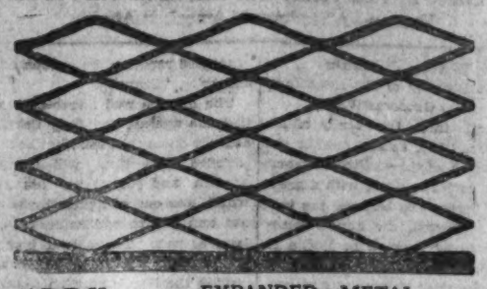

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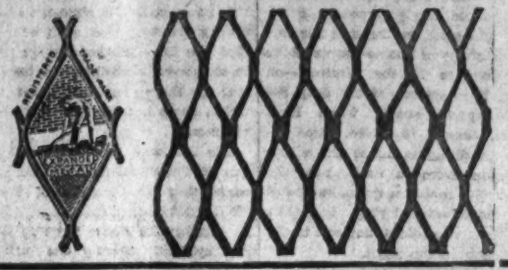

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OVER HERE!
By Callahan
SOME MEAN PERSON SENT DEARIE A KOMIC VALENTINE AND SIGNED HON'S NAME TO IT. AND THE ONE HON SENT WAS LOST IN THE MAIL.
BOO HOO!
SUCH IS LOVE!
HE'LL HAVE TO DO SOME TALL EXPLAINING.
SWEETHEART, YOU KNOW YOUR PETTIE WOULDN'T DO A THING LIKE THAT.
OH! MOLASSES!
THAT'S LOVE SICKNESS POP.
OOH! I'M SICK!
SWEET STUFF DON'T AGREE WITH POP.
MOM SYMPATHIZES WITH HON. WAIT UNTIL SHE RECEIVES THE ONE POP SENTHER.
"I KNOW SHE'LL NEVER FORGIVE HIM.
WE DON'T KNOW WHO SENT IT, BUT WE'RE LOOKING RIGHT AT SOMEONE.
CALAMITY JANE.
YOUNG NUISANCE WOULD TENDER VIOLA THE CAT NINE ROUGH VALENTINES IF HE KNEW WHAT THEY MEANT.
BLUBBER SENT HIS GIRL A NEW YEARS CARD FOR A VALENTINE
GRANDPOP'S LAUGHIN' BUT WAIT TILL HE GETS THE VALENTINE THE BARBER ON THE CORNER SENT HIM.
FROM PEEPY.
WHAT COULD YOU EXPECT FROM A NICE DOPE LIKE HIM. HIS BRAINPAN IS RUSTY AND LEAKS.
A GIRL WHO DESIRES AN EXPENSIVE VALENTINE FROM CUPID, STUPID, IS FILLED WITH CUPIDITY.
COMEDIAN
THAT'S OVER MY HEAD!
HEARTY LAUGHTER
HATTIE WOULD CONSIDER THE PRICE OF A NEW HAT FROM POP. A BEAUTIFUL VALENTINE.
HOW MUCH LOVE IN A VALENTINE?
DON'T FORGET TO PUT YOUR NAME ON THE VALENTINE YOU SEND TO YOUR GIRL- THE OTHER CHAP MAY GET THE CREDIT!
FROM MADELINE HELD, N.Y.
OL' JOHN DON'T
F-15.

Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

It is announced that the conductorship of the Boston Symphony Orchestra has been offered to and accepted by M. Pierre Monteux. The vacancy occurred about the time of the entry of the United States into the war, when it appeared that Dr. Karl Muck was engaged in the furtherance of German programs other than those purely musical. For a time Londoners had reason to fear that Sir Henry Wood might be tempted to Boston, but his refusal of the post was announced some time ago.

* * *

The mechanical reproduction of orchestral music has never been either so successfully or so extensively undertaken as the reproduction of various bands of wind-instruments. These, with the addition of "special effects," lend themselves to clear cut records. The unadulterated orchestral tones, especially the finer and more delicate shades, do not etch themselves sufficiently upon the 'wax' to be reproduced without loss of effect. One of the principal record producers was engaged upon supplying this deficiency with the complete repertory of the Boston Symphony Orchestra under improved conditions of recording. It is to be hoped that this work may be continued under the new conductor, even if the records taken under Dr. Muck's direction should prove a financial failure, which seems not unlikely.

* * *

The Patron's Fund of The Royal College of Music (London) has provided for a series of ten rehearsals at which forty or fifty new works by young composers will be played by a first-class orchestra. Hitherto, in spite of the various societies for the assistance of native artists, the unknown composer of orchestral music has had very considerable obstacles in the way of getting a hearing for his work. It is doubtful if conductors have time to read a fraction of the sheaves of scores that are submitted to them. The man that is at all likely to do justice to a new work of serious purpose has always more work in mind than he can ever rehearse. A favored few may get a run through of a piece at rehearsal. In the event of a manuscript meeting the conductor's approval there is still the question as to its favorable reception by the public. The most enthusiastic producer of native work must keep in view the public preference for approved composers.

* * *

What the young composer with orchestral ideas really wants is to hear his own work played. By the Patron's Fund scheme he may be enabled to hear his composition under conditions favorable to artistic results, uncomplicated by financial considerations, as in the case of concert production. Some of the funds connected with the various societies for the furtherance of native art bear the cost of producing the band-parts in exceptional cases. Even so the composer is not yet in the comparatively enviable position of the author of novels or the painter of pictures. Their manuscripts or canvasses can be submitted as they are, whereas the composer's score means absolutely nothing either as art or as property until it can be translated into sound. This can only take place after the good offices of the "great man" with an orchestra at his command have been secured.

It does not take long to decide on the merits of a picture and anyone can read a play or a book and get some idea of its purpose. In the case of the score of a new work for orchestra the mere labor of reading it is a comparatively severe tax on the powers of an experienced conductor.

Of course the composer may be able to give a general idea of his work if he is a good pianist, but if he is not any attempt to reduce his efforts to a keyboard will be more likely to produce an unfavorable impression than the contrary.

The Patron's Fund Rehearsals reduce all these obstacles very materially. By the provisions of the scheme scores submitted will be fairly judged and the selected works interpreted under the best possible conditions.

Tristan Da Cunha: Life On A Lonely Island

Running through the Atlantic Ocean from north to south is a submarine volcanic ridge. Here and there its peaks stand out above the surface of the sea, some of them active volcanoes, such as those of Iceland; others quiescent, like the Azores and Teneriffe; others extinct, like St. Helena, Ascension, and Tristan da Cunha. Tristan is probably the least known of all of these. It is in reality a group of three small islets which lies about midway along a straight line drawn from Capetown to Monte Video, thus being nearly the same distance south of the Tropic of Capricorn as Gibraltar is north of the Tropic of Cancer. It derives its name from the Portuguese navigator who was the first man historically to set eyes upon it, which he did in 1506 when on his way to the East Indies. The sight he saw was imposing but not alluring. On a pedestal of black basalt, thirty square miles in area, which rises precipitously from the sea to a height of two thousand feet, stands a cone-like mountain, itself five thousand feet high, its summit often enveloped in cloud and in winter capped with snow, and its sides scarred with innumerable gullies. The Atlantic rollers dash against the base of the cliffs incessantly, and nature all combines to warn the mariner away from the inhospitable shore.

During the American War of 1812 to 1815, the United States cruisers used the islands as a base from which to harry British sailing vessels homeward bound from the Cape and the East Indies, and at length the British Government determined to annex and occupy the group. An additional reason for this step was found when Napoleon was confined in St. Helena and it was felt that precautions ought to be taken to prevent Tristan from being used as a starting-point of operations for his rescue. A garrison was accordingly established there in 1816. The troops made themselves very comfortable on the main island, which they were surprised to find well adapted to a small settlement and capable of development in many ways, but before long it was decided that they should be withdrawn, and this decision was carried out in the following year. Certain of the men, however, asked permission to remain. To them were added from time to time sailors who were shipwrecked there and certain women who were brought over specially from St. Helena, and these were the beginnings of the present community, which numbers rather more than a hundred souls.

The original settlement was formed at the only possible spot, where, at the northwestern edge of the island, the lava flowing down the mountain-side and over the edge of the precipice spread out into a narrow plateau suitable for building and for cultivation, with a stream of pure water running across it. The houses, which all face the sea, are made of the porous stone of the mountain-side, with walls from two to four feet thick to keep out wind and weather. They are only one story high and are thatched with tussock grass and ridged with turf. Inside they are very bare, with only the most necessary furniture, and large open fireplaces in which wood is burned. Each house has a garden enclosed by a stone wall, where tussock grass is grown rather than flowers or vegetables, which the high winds and other causes make it difficult to cultivate. The whole appearance of the place suggests a fishing village in the Hebrides, and the people themselves in many ways resemble the Scotch fishing-folk.

The staple food is potatoes, which are grown in walled enclosures about three miles away from the actual settlement. There are no roads and the crops are brought home in quaint ex-wagons which have solid wooden wheels and no springs. Though all the land is held in common, as pasture land, it is open to any individual who cares to do so to enclose a portion and cultivate it as his private property. When he ceases to cultivate the plot becomes common pasture land again. The people own large herds of cattle and flocks of sheep, which are allowed for the most part to roam at large. In addition pigs, geese, and fowls are kept, as well as a few donkeys. In the early days of the island's history goats and rabbits were observed there, having been introduced, no doubt, from wrecks. These have disappeared, like the mice which at a later date were a regular plague and were only overcome when a number of rats came ashore from a Norwegian wreck in 1882.

The Tristanites are a simple and kindly folk, and there is no crime or immorality among them. They help each other as need arises, and have invariably shown great hospitality to the crews of vessels in distress or shipwrecked on the islands. In spite of strong winds and heavy rains at times, the climate is very healthy. Out of the beaten track as they are, one of their greatest excitements is the sighting of a ship. Unless the sea is too rough, the men immediately launch their boats, and, loading them with sheep, geese, fowls, eggs, and potatoes, make their way out, by oar or by sail, even as much as fifteen miles, until they reach the vessels. They then go aboard and barter their stores for such goods as they are most in need of, usually flour, cloth, soap, tea, coffee, and sugar. All the stores which they thus supply for the general use of a ship are regarded as being the property of the community, and the goods which they bring back in exchange are equally divided among the families at the house of the chief man. Any miscellaneous articles which are left over after the division are made up into a number of parcels equal to the number of families; these parcels are arranged in a row, and while one man turns his back to them another stands over them and points to one of the parcels, saying "That." The first man then calls out the name of a family and the parcel in question is allotted accordingly. This process is continued until the name of every family has been called and all the parcels have been disposed of. Letters are despatched and received by these same chance opportunities. There is no postage stamp for the island, but envelopes have recently reached this country bearing a simple circular seal with the name Tristan da Cunha.

Communication with Tristan da Cunha is very irregular. It was at one time intended that a British warship should call there at least once a year, but this intention has not been carried out. It is understood, however, that arrangements may possibly be made for a whaling vessel to call there this year, as was done in 1918, on its way to South Georgia, taking mails and stores for the islanders.

Sleepless Eyes!

All fishes which sleep do so with their eyes open, as they are not provided with eyelids, and cannot, therefore, close their eyes. From experience made it was discovered that some fishes have no preference for the night time, but sleep equally well during the day, says a writer in The Post-Intelligencer, of Seattle.

They may be observed resting quite motionless for periods, apparently in sleep, except that, having no eyelids, they are unable to close their eyes to exclude all influences from without.

The hare also sleeps with its eyes open, for the simple reason that its eyes are unprovided with eyelids. Instead of these there is a thin membrane which with certain birds folds like a curtain in the corner of the eye, and, by an instantaneous action, flies back when sight is required, leaving the eye immediately and fully open for the exercise of sight.

Some birds, such as the eagle, also have this membrane, which, when at rest, lies in the corner of the eye, folded up like a drawn curtain.

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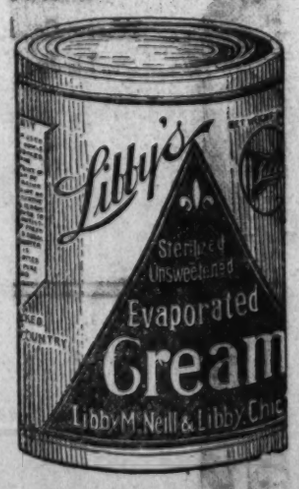
Are you as careful about the milk you drink?


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Pete: A Franco-American War Romance

A True Story Of The Mating Of Two Of Life's Cast-Offs On The Fringe Of France's Battlefields

A bit of real life with the poignant pall of fiction, the more for being real, is the following story quoted by the Literary Digest from an article by a Kansas City Star reporter who was a sergeant in the American Army in France and who was a witness to the development of a romance in which there is a strange moving beauty.

Most of the boys who donned O. D. and joined Uncle Sam's forces to put up a scrap for the well known democracy, not only made splendid fighters but in every particular looked and acted like real soldiers. Occasionally a chap would be found, however, who just couldn't manage that snappy salute, nor keep his clothes looking as they do in the pictures, nor his whiskers properly subdued. Naturally, such an individual would become the "goat" of the company to which he was attached. Sergeant Landon Laird, a member of the reportorial staff of the Kansas City Star, gives in that journal an account of a character of this kind with whom he came in contact during his period of service in the Army. The sergeant first met this man at Camp Dodge, where their beds stood side by side in the barracks. "Of course, 'Pete' must have been halfwitted," the story begins, and then there is this description of "Pete":

Picture a man five feet ten inches tall, weight about 160 pounds. Give him a pair of mournful blue eyes, a shock of black hair, never combed, and a hangdog, rather pathetic look on a generally unwashed face. Make him a slovenly soldier, you've seen them. Call him "Dirty Pete," that's the title the gang hung on him after he'd been in the company forty-eight hours. There you have "Pete."

He became the "company goat." The "Petes" always do. He was first on the "top's" detail sheets to walk post or do fire guard. He was permanent K. P. until the camp inspector caught him in the kitchen one day with a week's beard on his face. He didn't get passes to town, and he did get extra duty, and he was "out of luck" from reveille to taps.

Time came for Christmas passes home. This was Christmas, 1917, and 50 percent of the outfit were getting three-day leaves. "Pete" lived in Muscatine, Iowa, and would have got his free ticket in a walk if he'd been human. But when the company clerk read off the joy list, the nearest name to his last name began with a "T." The disappointed half sought audience with the company commander, and their complaints were heard alphabetically. "Pete's" name was on this list all right. He was heard last.

He faced the "C. O." in the messhall, and he didn't do a thing he should have done. He wasn't polished up for the affair; he didn't salute the "old man," and he didn't stand at attention when he made his plea. In fact, it wasn't much of a plea.

"I'd sorta like to go home, captain," he stumbled. "My mother'd planned something, an'—"

The captain lit on him with both feet, and spurs.

"Flute—stand at attention—say 'sir' when addressing a commissioned officer," he shot out in machine-gun fashion. "What sort of a soldier are you, anyway?"

"Pretty poor, I guess, sir," "Pete" stammered apologetically. "But my mother—"

"Your mother doesn't interest me," the captain snapped at him. "First sergeant, what have you to say about this man?"

"Private Blank is on detail for fire guard the night of the 25th and to walk post the 26th," the "top" explained, never happier. "He can not be spared."

(There was only one man in the world we loved as well as that "top"—von Hindenburg.)

Right here there was an interruption. It came from "Eddie" Curtice, brown-eyed, good-looking, likable little chap from Detroit, whose home was so far out of the pass league that he had as much chance to get away as Des Moines has to get Palm Beach weather in winter.

"Sir," he said, and he snapped to a pretty salute. "Private Curtice volunteers to fill Private Blank's details if the commanding officer permits."

"In that case—," the captain began, at a loss. "Blank, take your pass and try to be a soldier. Curtice, take Blank's duty."

If a "goat" would always go on and be merely goatlike, without exhibiting other traits, it would be less difficult to know how to take him. But "goats" often do things that show they are at least part human, to the embarrassment of everybody. It was so with "Pete." We read:

The night of the 27th the crazy Des Moines thermometer slid down to thirty below and busted, trying to set a new record. Curtice and I, sleeping on each side of "Pete's" empty bunk, went to bed half frozen and woke up almost warm. The cause, we found, was a comforter apiece, descended on our bunk from somewhere in the night. We couldn't guess the source until we started to shake the midnight-arrived "Pete" out for reveille and found he was wearing one, too.

"My mother sent 'em," he explained, sort of shamefacedly. "She sent you each a box of fudge, too. I told her you were my two best 'pals.'"

We tested the fudge, and liked it. Eddie said Mrs. Blank made it almost as good as his girl in Detroit, who hadn't sent any. But we shook our heads over "Pete's" still prone body—"pals" of "Dirty Pete!"

I didn't see "Pete" again for three months. Our outfit had become an overseas organization, travel orders East were due, and pack and every other kind of drill morning, noon, and night kept us 100 percent busy. We were having physical examinations three times a day, our best "pals" who developed headaches were being jerked out of the company and "rookies," with no head at all (we thought), were being substituted, and it was that "zero hour" that every A. E. F. outfit knew once, in the States—that hour when you wear out your eyes at night looking for Camp Merritt, New Jersey, on a map which probably doesn't mention Newark.

One night I took my life in my hands and strolled over to talk to the boys in Company C, our battalion. The two outfits were about as friendly as the Bolsheviki and human beings but I wanted to see what size poker Company C was playing.

Sam Bullock, one of their duty sergeants, met me with tears in his eyes.

"My God, Lefty," he said. "'Kink' Hinges was taken to the hospital today with a coated tongue, and look what they gave us in return."

He dragged an unwilling object out of the lower squad-room. I looked at it, and looked, and looked again. Then I got my eyes focused to the camouflage of whiskers over its face. I looked once more and almost fainted.

"My Lord," I said. "'Pete!'"

"It's me, Lefty," he mumbled in response.

Well, we gave him a bath. He did a rather creditable job when he found six non-coms were going to stand over him until he got through. And we saw that he shaved. But he needed a hair-cut worst of all.

"Get one, 'Pete,'" I advised in an undertone. "You'll be like the rest of these birds, then, and they'll like you."

"I can't," he answered. "I haven't any money."

"What did you do with it all?" I asked. "Pay-day was only yesterday."

"I didn't get any pay," he said.

"Why not?"

"The captain said he wouldn't pay me until I got a hair-cut, and I can't get a hair-cut until I get paid."

We made up a pot, "Pete" got his haircut and was a little more presentable. Company C appointed a corporal to see that "Pete" bathed at least once a day. I went back to Company B and forgot all about him.

"Pete" is next heard from in France after the signing of the armistice. He and Sergeant Laird were then among a force of 7,500 men near Mehun. Orders soon came that six hundred of these were to be discharged and sent home. All of them yearned to be among the six hundred. Then came an announcement that anybody that desired to volunteer for six months' additional service overseas might do so. Only with difficulty could his company keep from laughing in the ranks when the captain read this to them, and even that officer had to grin when he said, "All men desiring to avail themselves of this offer leave their names in the orderly-room after mess." The account continues:

The entire 7,500 nearly fainted the next day when they heard one man had volunteered to stay. It was "Pete."

The camp commander, Colonel W—, wanted to see "Pete" and find out just what was wrong with him. I was camp sergeant-major at the time, and was supposed to lead the enlisted men to such slaughters. I led "Pete."

I looked him over pretty carefully before I shooed him into the sacrifice, and he wasn't a bit improved from the "Pete" I first knew at Dodge. He wasn't any cleaner, or didn't carry himself any better, or didn't have a better address. He had sort of a pathetic wistfulness in his eye, but that doesn't get you anywhere when you're talking to a guy who thinks West Point is the capital of the United States.

The scene with the colonel was almost the double of the old one with the captain at Dodge. "Pete" got a terrific "riding" for not saluting, or standing erect, or having his boots cleaned, or a dozen other things. His "top" sergeant and I had told him about these things, but it was like talking to a stone wall. At last the colonel got tired of bawling him out, and settled down to business.

"Private Blank," he said, "why do you wish to stay in the A. E. F.?"

"I dunno'—sir," "Pete" answered.

"You dunno'—" the colonel raged. "You knew last night when you put in your application, didn't you? You're going to know 'toot damn sweet' or you're going to be on the inside of a brig, looking out."

"Pete" shuffled his feet.

"Sir," he said at last. "I've got a girl in Mehun. I want to stay here and marry her."

"Oh, you've got a girl, have you," mimicked the "C. O." "Well, she must be some woman to have picked you."

"She likes me, sir," "Pete" muttered apologetically.

"Give her the D.S.C.," said the colonel.

"Pete" didn't "get" the sarcasm.

The officer twisted and turned in his chair deep in thought.

"I don't know as I approve of these French-American marriages," he said at last. "Some of them are all right, the rest—? Sergeant," he continued, turning to "Pete's" "top," "Do you know the girl Blank has in mind?"

"I do," the "top" replied.

"What is she?"

The "top" looked straight ahead.

"Sir," he said slowly, feeling for his words, "she's a friend of the A. E. F."

There was dead silence. Then the colonel jumped to his feet.

"I understand," he snapped out. "Private Blank, your application is disapproved. That's all."

The three of us saluted, "about-faced," and walked out.

Outside the building "Pete" became transformed. The Dr. Jekyll in him turned to Mr. Hyde. He hit the "top" square in the face.

"Kennedy!" he shrieked. "You're a dirty, damned liar! Jeanne's square. She's as good a girl as there is in Mehun. She's as good as there is in France. She may have been wrong before I met her, but she's good now. I love her, and you're sending me home. Put up your hands and fight, damn you, because I'm going to kill you."

We backed "Pete" up against the wall and pinioned his arms.

Kennedy talked.

"Blank," he said, "I could send you over the route for twenty years for slugging a non-com without cause, but I'm not going to do it. I could beat hell out of you with my fists, but I won't do that, either. But what I am going to do is this—I'm going to

(Continued on Page 17)

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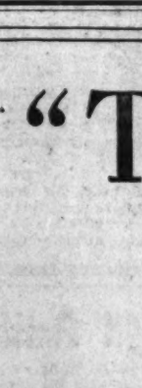

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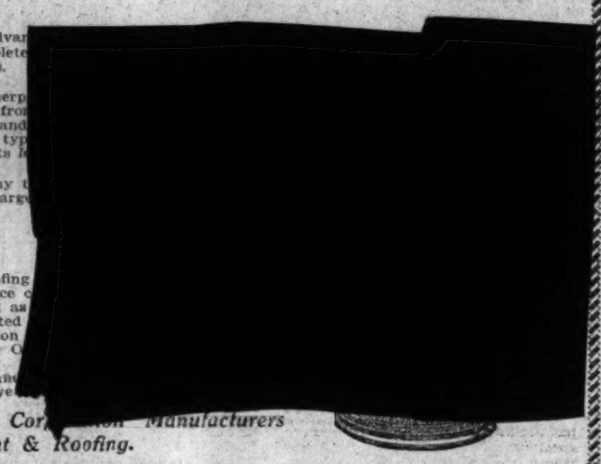

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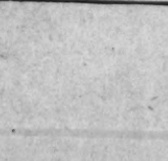

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Pete: A Franco-American War Romance

(Continued from Page 16)

get you home and away from that woman. That's the best thing a man can do for you in this world, but you don't know it."

So "Pete" had to get aboard the train with the rest of the boys and be carried away, much against his wishes. The story goes on:

Crowded in the straw-covered box cars, with a dinky little French engine pulling us along, we crawled out of camp. We had unslung our packs and thrown them in a heap in the corner, and we ganged around the doors, waving wild good-bys to the boys left behind and to the French peasants.

We rattled along into Mehun, the French yelling at us as we passed. Shortly before we reached the town the sub rosa word was whispered around the car, "Watch on the right-hand side. 'Pete's' girl and her family are there to wave him good-by."

We looked for "Pete." There he was in the front line at the door, an eager expression on his face. We came to the curve that led to the girl's home, and started to round it. Almost to the house the engine suddenly gave a wild blast, increased its speed sixfold and raced past the place. All we saw was a wild blur of fluttering blue dresses and streaming white handkerchiefs. Five minutes later we were three kilometers out of town.

"Pete's" disappointment was boundless.

"I won't see Jeanne for months, now," he mourned.

"Worse than that, 'Pete,'" some one "kidded" cheerily. "You'll never see her again."

"Oh, yes, I will," "Pete" answered. "I'll come clear back from America. I'm going to marry her yet."

The 2nd Battalion reached St Mathurin, a hamlet fifteen kilometers outside of Angers, the next morning. We were billeted there, the 7th Company in two deserted chateaux on the banks of the Loire, chateaux in name only, so far as protection from the wind and weather went.

Twenty days of hikes we saw, and pack-rolling, and marches, and inspections. Twenty days of tramp, tramp, with the four companies turning up in so many different villages on different days that the French thought we were a division, as the Austrians were fooled on the A. E. F. regiment in Italy, we turned up in so many different places at the same time.

Twenty days of poor food, and cold, and hunger, and no baths, and "cooties," and more "delousing," and no mail, and broken spirits, and broken tempers. We were getting home—A. E. F. fashion.

"Pete" was the only one who stayed the same. While the other boys lay on the billet floors and played cards or talked the cold winter nights, he'd sit in a corner and write letters. Each morning bulky envelops addressed to Mlle. Jeanne——, 43 Rue —— Mehun-sur-Yevre (Cher), in a painful and shaky hand would be turned in to the orderly-room for ultimate mailing in the French post-office. What he told her, when his French was nothing and her English no better, I don't know. But he wrote.

After a long and arduous trip the homeward-bound doughboys reached St. Nazaire, where they were to board a ship that would take them back to America. All preparations were made for the trip.

We stood our last pack inspection two days before we were to sail. With packs on backs, and everything we owned in them, we marched out on the ball-field, "opened ranks," and stood at rigid attention while an inspecting major looked over our personal appearance. Then we unslung packs, unmade them, spread out our shelter halves, and exposed everything we owned in the world to the inspector's eagle eye. (This to assure the Government we weren't taking a half an airplane home in our comfort kit.)

The major passed us, and what a heartfelt sigh we heaved when he did. Then our company commander read us G. H. Q.'s latest bulletin about men desiring to stay overseas, and we gave the usual laugh to that. Then the company dismissed, and we had only a day and a night more in France.

Our outfit went into automatic quarantine, we were so near sailing, so all our "pals" came over to the barracks to wish us a last good-by. I saw Kennedy and a bunch of others and at last "Pete" showed up.

"Sarge, can I see you a minute," he said.

"Sure," I answered, and went outside the barracks.

It was easy to see he had something on his mind. He looked in the air, on the ground, into space. He dug his hands deep into his denim pockets, and scuffed his feet in the dirt.

At last he came out with it.

"I'm staying over here," he said.

"What!" I yelled.

"You know that order that 'Jimmie' Kennedy queered for me at Mehun," he asked.

"Yes."

"Well—I put it over here. I've signed up, and been accepted, for the Embarkation Service for six months."

I didn't know what to say.

"Will your mother like it?" I asked finally.

"That's the trouble," he answered. "She's been counting the days until I got home, and now I don't know what she'll do."

He almost rushed on.

"That's why I asked you out here, Sarge," he stumbled. "I thought if you get back to Dodge you might see her in Muscatine, and explain. I'll pay your way there. Or if you don't get up to Des Moines, you might write her. I can't express myself very well, somehow—and I don't want her to think I don't love her any more. But Jeanne—!"

"Jeanne!" I cried. "Have you got her picture, Pete?"

"Yes," he said.

"Let's see it!"

He pulled a tattered post-card out of his pocket.

I looked at it, and my heart sickened. I knew Jeanne. I had seen her in Mehun. It had been months, almost a year, but her kind isn't known to change. Kennedy had been too kind in his words.

I was through with "Pete."

"You're a man, aren't you?" I said, in contempt, "giving up your mother for a—"

"Hold it, Sarge," "Pete" said. "Wait a minute. Read her last letter."

And he handed it to me.

It was written in a mixture of French and English, and not hard to translate. I finished it, and reread, reread, reread.

Then I held out my hand.

"'Pete,'" I said, "I wish you all the luck in the world, and I mean it with all my heart. That goes!"

The last man the soldiers saw as their ship slid out to sea was "Pete," standing on the extreme end of the sea-wall. They gave him a cheer and presently he faded from sight. "You wonder," asks Sergeant Laird "why I wished 'Pete' good luck?" And he answers:

It was the letter. The girl who wrote it was straight. No matter what she had been before, she was changed. And the girl who wrote it wanted "Pete." She had given him up, because she thought he was going home and had no chance to prevent it. But she wanted him to know she loved him, and that letter would have made any one know it.

Still Jeanne may not have written the letter. Can a bad little French girl turn straight because a wandering Yankee doughboy falls in love with her? The girl sacrificed nothing. The man gave up his home, his mother, his all—!

Of course, "Pete" must have been halfwitted!

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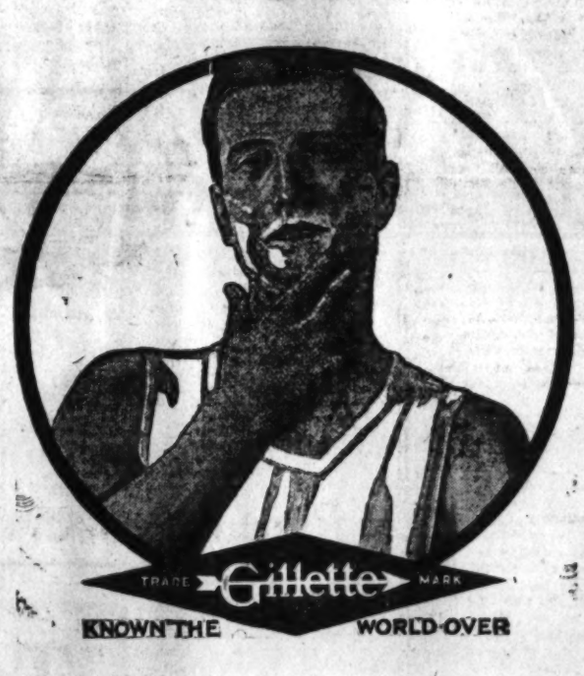

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Will Mexico Be World's Latest Sore Spot?

Trouble Brewing There Again Which Threatens To Cause Intervention; Carranza On His Last Legs?

(*New York Times*)

ACCORDING to the best-informed opinion in Washington, justice hangs over President Venustiano Carranza of Mexico. It is regarded as certain that he cannot longer stave off a settlement of the grievances which have been piling up in the United States and various European nations because of the high-handed treatment accorded to foreign interests in the Mexican Republic.

Either Carranza must come to terms with the United States and the Allies, with acceptable guarantees that Mexico will meet her obligations to these countries, or the revolutionists may shake him from power. In addition to the Villa rising there are not less than ten revolutionary movements in Mexico. All the others are small, but they represent many parts of Mexico, and are significant of gathering menace. Carranza is turning to the United States in the hope of escape from a fall. His son-in-law, General Candido Aguilar, arrived in Washington only a few days ago to try to explain away Carranza's recent course toward the United States and the Allies.

Need of funds presses Mexico closer and closer. Many Government employes are on part pay. The Villa group lures away Carranza's soldiers—more than 50,000 of them, it is estimated—by promises of loot. Mexico's debt, including guarantees and back interest, amount to $362,933,782. No interest on it has been paid since 1913. A great part of the money is owed in the United States and allied countries. Government expenses have been met in part by the use of the receipts of the seized railroads and express companies. Bonds of these are largely held outside of Mexico.

The only way Carranza can get the money which his Government needs is by coming to an accounting. How much time he has to come to terms is the crucial question. As yet the Villa movement and other uprisings against him are not regarded as having reached an imminently dangerous stage. The Villa army would have to take Chihuahua and then Torreon before gaining a real advantage. The repulse of the Villa forces at Juarez last Sunday and Monday by American troops is taken at Washington to mean that the Administration will give Carranza another chance, though it is possible to regard the rally across the international boundary in the light merely of a strong hint to the forces of disorder that they must keep their domestic shooting-up parties inside their own corral, and not in the ardor of the game trespass on American ground or use Americans as targets.

There is no gainsaying that Carranza is in a tight place, with the League of Nations forming for economic pressure from without and a growing pressure from revolutionists from within.

While the crisis is approaching, one of the chief topics of discussion is the behavior of the bandit Villa. As in all Mexican crises of recent years, the advent of Villa suggests action and excitement. At the particular time, owing to his long absence from the limelight since Pershing's search for him, there is a considerable element of mystery connected with his doings. Although nobody in official Washington credits the often-recurring theory that Villa is dead, it is undeniable that he has vanished from the ken of American writers and photographers, and that he has ceased to be the object of the publicity which was formerly his delight.

There is still a question in some people's minds, regardless of official opinion and despite last week's despatches stating that he was in command of the Juarez attack, whether the leader of the guerrilla army is really "Pancho" Villa himself or another leader operating in his name.

One of the May reports from El Paso reads: "Villa forces occupied Guadelupe, a Mexican town opposite Fabens, Texas, thirty-two miles east of El Paso, last night, according to information from Fabens today." Another said: "News of a serious battle between Villistas and Federal troops on May 6 at Corralitos, some distance south of Jimenez, on the main railroad line between Chihuahua City and Torreon, reached Washington today in advices from Mexico City." There was a lack of the personal element and the personal contact in all of these bits of news. And the most recent despatches, in the last eight days, have said a great deal more about "Villistas" and "Villa troops" than about the man himself.

Many reasons are advanced by the skeptics to hold up the theory that Villa is dead. Not the least of them is the bandit's fondness for basking in the public eye. During the high fury of his escapades in former years there was no camp in Mexico where the newspaper correspondent was as welcome as in his. Stories about him, his life, his endeavors, his ambitions, and his conquests were as manna to his soul when he saw them in print. They were illustrated by numerous photographs. There was a period, indeed, in 1914 when an illustrated periodical was hardly considered complete without a story about or an interview with this romantic figure.

What has become of all the snapshots and interviews? Well, perhaps "Pancho" is really afraid of publicity at last.

One writer who was persona grata to Villa is John Reed. He incorporated his impressions of the bandit chief into a book. Reed asked him whether he did not aspire to become President of Mexico. He answered:

"'I am a fighter, not a statesman. I am not educated enough to be President. I only learned to read and write two years ago. How could I, who never went to school, hope to be able to talk with the foreign Ambassadors and the cultivated gentlemen of the Congress? It would be bad for Mexico if an uneducated man were to be President. There is one thing I will not do—and that is to take a position for which I am not fitted. There is only one order of my Jefe (Carranza) which I would refuse to obey—if he would command me to be President or a Governor.'

"On behalf of my paper," Reed goes on, "I had to ask him the question five or six times. Finally he became exasperated. 'I have told you many times,' he said, 'that there is no possibility of my becoming President of Mexico. Are the newspapers trying to make trouble between me and my Jefe? This is the last time that I will answer that question. The next correspondent that asks me I will have him spanked and sent to the border.' For days afterward he went around grumbling humorously about the chatito (pugnose) who kept asking him whether he wanted to be President of Mexico. The idea seemed to amuse him. Whenever I went to see him after that, he used to say, at the end of our talk, 'Well, aren't you going to ask me today whether I want to be President?'

"He never referred to Carranza except as 'my Jefe,' and he obeyed implicity the slightest order from 'the First Chief of the Revolution.' His loyalty to Carranza was perfectly obstinate. He seemed to think that in Carranza were embodied the entire ideals of the revolution. This, in spite of the fact that many of his advisers tried to make him see that Carranza was essentially an aristocrat and a reformer, and that the people were fighting for more than reform."

The extracts are quoted to show the familiarity and the openness of mind with which Villa talked to the newspaper men gathered around him. But today one hears of no meetings between Villa and American writers.

His fondness for having his picture taken was well known. The files of any of the papers and magazines, beginning with 1913 and going through 1916, show pictures, more pictures, and still more pictures of the Mexican. There he is—Villa on horseback, Villa and his fighting cook, Villa on a cattle car, Villa as a cowboy, Villa and his wife, and in scores of other poses too numerous to mention. Yet in the last year, as far as is known, the newspapers of the United States have received no new pictures of him. A logical conclusion would seem to be that his likeness is no longer to be had, because he is not alive. To verify the fact of this lack of the existence of recent pictures of him, a letter was sent to the man purported to be Villa's publicity agent. On May 21, there had been a Dallas despatch, dated May 30, reading as follows:

"Villa has transferred his publicity headquarters from El Paso to Dallas, with Colonel Dario Silva, his former Military Secretary, in charge. Villa's plan, according to Silva, is to unite the revolting factions of Mexico, many of whom have lost their leaders, under the leadership of General Angeles, conduct a military campaign with smuggled and captured arms and munitions, and cultivate the friendship of the United States."

When a letter was sent to Colonel Silva asking him for the latest picture of Villa and the plate on which it was taken he replied:

"Beg to state that I have not seen any of General Villa's photographs for at least a year, therefore I regret my inability to serve you at this time."

The signature "Dario W. Silva" was typed.

There have been various reports of the death of the leader of the peons. In the Spring of 1916 it seemed as if the matter had been settled for all time. A despatch from Mexico City, dated April 16, was to the effect that Villa's body had been dug up, out of a two weeks' grave by Carlos Carranza, nephew of General Carranza. According to the information given out at the time, Villa had died after an operation performed upon one of his legs, which had been shattered by a bullet in the fight around the Guerrero district in the State of Chihuahua. Shortly afterward, however, he was reported on the rampage again. On November 18, 1917, appeared a news item as follows:

"Camp fires thought to be those of Villa bands can be seen tonight west, south, and east from here. During the day, scouts reported a strong force of Villa men, under command of Martin Lopez, at Guadalupe, thirty miles east. Another force was located at Rancheria, twelve miles west and close to the New Mexico line. Precaution is being taken against a surprise attack."

When United States troops went into Mexico to capture Villa, dead or alive, the correspondents, in anticipation of his death, sent out despatches giving the salient factors in the life of the Mexican. There was one paragraph which has a special bearing on the present situation. It runs as follows:

"By some, he [Villa] was accounted a military genius in the days of his successes, but by many credit for the strategy and tactics displayed in his campaign is given to General Felipe Angeles, a soldier trained at Chapultepec and St. Cyr." It is now suggested by those who think Villa is dead that the men in his band, appreciating the mental superiority of Angeles, have aligned themselves with the latter, but have retained the name Villistas as a symbol of their origin and a mark of their strength. There is no doubting the fact that the ruse, if it is a ruse, has succeeded in its intent among the Mexicans as well as among the Americans.

Emeterio de la Garza, Jr., a Mexican publicist who recently returned to the United States after a visit to Mexico, is firm in his belief that Villa is still alive.

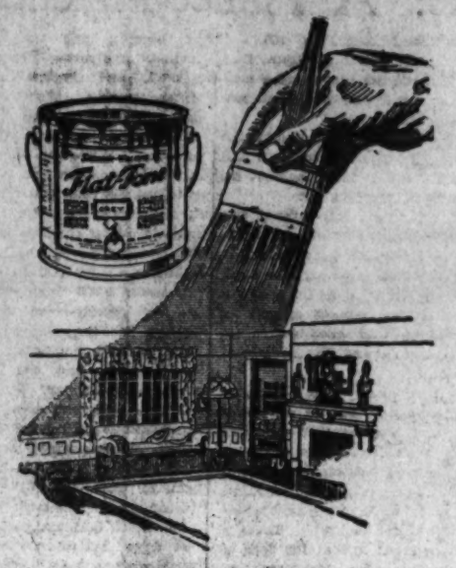
"Villa," he said in New York the other day, "is not human. He is a tiger. Like a tiger or a cat, he has seven lives. You here in America say it is nine lives. It must be so. Villa has more lives than any living creature in Mexico. In speaking about appearances and disappearances, it must be remembered that Villa, though a leader of an army, is not a leader of a trained army. His men are practiced in the art of guerrilla warfare. They know nothing of scientific warfare. Therein lies his power to fade out of the public eye for months at a time. He appears, strikes, disappears. His art is like that of the submarine, working under cover of darkness all the time and losing itself in the expanses of the sea, or, as it happens with him, in the caves in the mountains. It doesn't take much to raid a city or a town. A few men, a few kegs of dynamite, a few bombs—and the trick is done. In a short time the city is alarmed, the bandits rush through, taking what they want and then go off into their strongholds.

"He is a romantic figure, is this man. Mexico knows him well. Villa can march a hundred miles without stopping. Villa can kill a hundred men without remorse. Villa can live a hundred days without food. Villa can go a hundred nights without sleep. Villa, in short, can do a hundred things which other men cannot do.

"His silence for so many months? How do I explain that? I do not explain it. It's just another manifestation of the uniqueness of the man. It was his pleasure to remain hidden in the strongholds in the mountains. Maybe he was gathering men. Maybe he was gathering ammunition. Maybe he was learning scientific attack. The fight with the Americans showed him how much he needed to learn in the way of putting up a defensive line. Villa didn't fight the Americans. He ran. To him running is no disgrace. It's part of guerrilla warfare. Raid, murder, pillage and run—that is his formula. Today he comes to light again with a new army commanded by General Angeles. It may be that Villa has learned a lesson in military tactics from this man. I do not know. Only, I believe, he is alive and leading his men.

"What he is doing means nothing to Mexico in the way of a social upheaval. It is unfortunate that some of the northern towns have to suffer at the hands of his armies, but the Government of Mexico is not worried about him. They will get him eventually, or else he will see that he can't win out and run back to his mountains. I feel sorry for General Angeles, however. Villa allows no man to be his superior. Before very long, mark my words, you will hear of General Angeles having been killed. Villa is a genius of destruction and spares no one."

What is the answer? Is the bandit chief alive, as is definitely asserted at Washington and on the border? And if he is, what was he doing in the many months between Pershing's search and the present raiding season?



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Food Shortage To Be Worse, Not Better, In British Isles Next Winter, Experts Say

Peace Will Make Conditions Even More Serious, It Is Feared; Descendant Of Confucius Pleads For Shantung In Paris

(From Our Own Correspondent)

London, June 2.—People's minds are disturbed at published statements that a shortage of essential foodstuffs may be expected next Winter. As soon as peace is signed we are threatened with a general scramble for food in the world's markets by every country, including the Central Empires.

To minimise the inevitable hardships that must follow from this fierce competition for food it is urged that the Ministry of Food here should be maintained. By this means alone can the profiteers in our midst be held in check. Already the staff of the Ministry has been reduced, and many articles of food have been de-controlled; but in view of the uncertainty as to supplies a few months hence it is understood that the Food Controller has resolved to mark time and await developments.

Increase Of 100 Percent

Meanwhile prices are soaring. Practically everything for the table costs 100 percent more than in pre-war days. Eggs are 4d. each, and traders blandly assure us they will be 8d. by the Autumn and 9d. at Christmastide. Margarine has been 8d., and is advancing to 1s. 6d. These items are simply mentioned by way of illustration. The loaf at 9d., is kept at that figure by a Government subsidy which absorbs 40 millions a year. Meat is controlled; but it appears from the recent report of the Committee on Trusts that Great Britain and the Continent as well as the United States are in the grip of the American Meat Trusts, who have their tentacles, octopus-like, into other foods besides meat, including eggs, cheese, fish, edible oils and many other things.

It may be taken for granted that with food rising in price we shall see further demands on the part of labor for more wages to meet the increased cost of living.

The China Station

Under instructions issued by the Admiralty the boundaries of naval stations are revised, with the exception of the Australian Station. The limits of this have been left over for settlement with regard to the dividing line between it and the China Station on the one hand, and the New Zealand Station on the other. The limits of the China Station from east to west cover more than 80 deg., or nearly one-fourth of the circumference of the globe. Under the new arrangement the China Squadron will patrol a greater area than hitherto and will extend from the Pacific coast of America north of the Equator to the confines of Burma. The northern division of the Station will still be based on Hongkong and the southern division on Singapore.

It may be added on information I have received that about twenty infantry battalions are being mobilised at full strength to relieve at as early a date as possible Territorials who have been on service abroad without a break for over four years.

A Descendant Of Confucius

The French press has taken to its emotional heart Mr. Kung Shang-ku, described as a lineal descendant of Confucius, who has been in Paris protesting against the decision of the Big Five in the Shantung question. The fact that his descent can be traced through 75 generations has immensely impressed the French, and the papers have certainly given him and his cause the most generous measure of publicity. He made his first public appearance at a dinner in the gilded surroundings of the Cercle Francaise de la Press Etrangere, when, according to one journalist present, "the refinement of his features, the pink tinge in his cheeks, and the sonorous tones of his voice aroused general admiration."

He pointed out that the principles of peace, good will, and justice supposed to be the watchwords of the French were preached by Confucius two thousand years ago; and coming from generalities to the particular case of Tsingtau he said if the Japanese controlled the trade between there and foreign countries it would be a violation of the doctrine of the Open Door. He added with conviction that the people of Shantung would never submit to Japanese domination.

One of Mr. Kung's French hearers wittily remarked at the close of his speech that he "had all the arguments on his side except the guns!"

China And The Conference

A correspondent of the Daily Telegraph states that the Chinese delegates to the peace conference will leave in the course of a few days, when only one or two will remain behind to hold a kind of watching brief. He adds that as some misconception has arisen with regard to whether China will sign or not, it can be said on authority that she will do so with the reservation she has always made with respect to the question of Shantung.

"There are indeed," says the correspondent, "only two words to which exception is taken. All the other possessions (of Germany in China) are expressly handed over to the Allied Associated Powers; Shantung is handed over "to Japan." The actual signature of the peace treaty with Germany is not affected thereby; but the source of difference with Japan remains open and unsettled. Were China to sign without the reservation she would thereby give her adhesion to the famous Twenty-one Demands which were such a source of trouble a few years ago. This she never intends to do."

Wireless Telephones For China

A few days ago I had the pleasure of joining a party of journalists representing leading British and Overseas newspapers and witnessing, at the invitation of the Marconi Wireless Telegraph Company, demonstrations of wireless telephony at the Chelmsford works of the Company. I accepted the invitation the more readily when I learned that 200 wireless telephone sets had been ordered by the Chinese Government.

The wireless telephone is based on the same principle as the wireless telegraph, i.e., the production of a suitable current which transmits sound through the ether by means of continuous waves. The sending apparatus is "tuned" up to exactly the same pitch as the receiver—both synchronise, as the experts say—and just as the dots and dashes of the Morse code are transmitted in the case of wireless telegraphy, so the wireless telephone conveys the sound of the human voice. The present effective range of wireless telephony is about 200 miles.

The apparatus used for telephoning by wireless is very compact. It is portable, and being no bigger than a Gladstone bag can be carried by packhorse in hilly country or by motor, or in any other convenient fashion.

Almost Uncanny

It seems almost uncanny to feel that you can sit down and converse freely through space, as it were, merely by "sound waves" with some one who is far away. While at the Marconi works I listened to selections on a gramophone which was set going at a distant station. Afterwards, I got on a motorbus and traveled for 20 miles along the old Roman road to Colchester. A wireless set was carried on the bus, and on the way I conversed with Marconi House in London, some 50 miles distant, as the vehicle sped over the highway. Speech was as clear and distinct as is possible on a line telephone working at its best.

The time is coming when we shall be able to carry on conversation with the office or the home while touring the country in a motor car, or journeying by train, or ship, or aeroplane. I am assured that within a couple of years at the outside the wireless telephone will be in operation over long distances, even as far as from London to New York. Meanwhile the Government of the oldest civilisation on earth is first in the field with an order for 200 sets of this latest triumph of science. Each set costs something like £1,000.

Royal Colonial Institute

In conversation with Sir Harry Wilson, secretary of the Royal Colonial Institute, I learned that the membership has grown so rapidly during the last few years that the present building in Northumberland Avenue no longer affords adequate accommodation. New Institute buildings three times as large are to be erected as soon as funds permit. They are to be in the nature of a three-fold memorial—for the late Earl Grey, President; for those Fellows who have fallen in the war; and to mark the Jubilee of the Institute's foundation.

There are now 13,733 Fellows, Associates and affiliated members. Last year the income was £17,680. It has been decided to provide all the facilities of a first-class West End club, and therefore the progress of the Institute may be expected to become more rapid. The late Earl Grey counted on a membership of 50,000.

During the war Sir Harry Wilson informed me the Institute was a home for hundreds of officers from overseas, all of whom were received as honorary members. The library in which you can find full and detailed information about every part of the British Empire is the glory of the place. But equally interesting and important is the newspaper room containing files of the chief British newspapers published overseas. The British press in China is not, however, so well represented as its importance deserves.

The Heart Of Mayfair

There has been mild excitement following the announcement that Sir Marcus Samuel, the Oil King, has purchased the Berkeley estate, comprising 20 acres of the heart of Mayfair. It represents the "most elegant sites" as the auctioneers would say, in fashionable London. Originally the property belonged to Lord Berkeley Stratton, the famous Cavalier general, who built himself a house on the north side of Piccadilly which had a farm behind it; and the latter is still preserved in our memories by the names Farm Street and Hay Hill. In time Berkeley House was pulled down and the present Devonshire House erected on part of the site. On the rest of the estate there grew up Berkeley Square, Berkeley Street, Hill Street, John Street, Charles Street, and Bruton Place. Sir Marcus Samuel's purchase comprises the greater part of these properties and also the freehold of the Berkeley Hotel.

The present value of the site is put at £2,000,000 and the town mansions on it at another £3,000,000. Unlike many other London property deals in recent years this one does not depend on the cooperation of a group of financiers. Sir Marcus Samuel's huge profits, which were made first in the Japanese trade, then in Eastern loans, and finally in his oil and benzine empire, will enable him to complete the transaction without having to wait on any other man's check book.

Women In The Church

A controversy of first-class magnitude is beginning in the Church of England. Two parties are forming on the question whether women should be allowed to preach in our churches. Opposition to the proposed innovation is led by the English Church Union and is solid and vehement in protest. It is considered that a departure of this kind, no matter how careful and elaborate the safeguards, would be the thin edge of a wedge to a woman's priesthood.

Some of the Bishops are lying low over the dispute; others are inclined to support the women's advocates, mainly on the ground that the sex have proved their equality with men by what they did during the war. But it is threatened that if Convocation next July agrees to let women occupy the pulpit there will be a wholesale secession of Church folk to the Roman Catholic Church.

The Cotton Trade Mission

Following the proposal to send a Mission to China, Japan, and the United States to inquire into the conditions of the cotton trade the Manchester Chamber of Commerce has been in communication with the Department for Overseas Trade about certain essential details of the scheme.

On the question of cost, it is estimated that the expenses of the Mission will be something like £10,000, and it is suggested that Lancashire trade organisations ought to bear part of this. On the other hand the promoters say that if any money is subscribed privately the Mission would lose its official status and the report to be presented would not carry full weight. Anyway, the desire is very real in Lancashire to obtain trustworthy information, especially as regards labor conditions and the precise nature of the competition which British manufacturers will have to face in the future.

From The Far East

Numbers of British patriots who came over from China and other Far East countries to "do their bit" in the war are still unable to return. The difficulty is the shortage of shipping, due not only to the demands on vessels for the repatriation of Australian and Canadian soldiers by the hundred thousand, but also to the need of food supply for this country and the Continent, included under the last-named heading being the Army of Occupation.

I am informed as the result of special inquiry made personally in the right quarter that it is hoped the position will be improved shortly, because with the signing of peace the Government will release a number of large liners now under requisition for various purposes. The P. and O. and other companies will then be able to resume their regular sailings.

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UNSCRAMBLING TURKISH EMPIRE

Problem Is Of Vital Interest To America Although It Has No Direct Voice

When Turkey's peace delegation arrived in Paris the problem as to what should be done about the Turkish Empire came to the fore.

Before Germany, Austria-Hungary, and Russia were considered subjects for a peace conference, Turkey was a problem, known for decades as the plague spot of Europe, and she brings complicated questions to the decision of the Peace Conference. But for the jealousies of the European powers, in the fear that the balance of power would be tipped heavily one way, the Turk, always an alien in Europe, would have been long ago driven into Asia, where he belongs; and of all questions the foremost now in the eyes of the world is whether, with an opportunity for final ejection never before possessed, the Sultan is to remain in Constantinople.

Next to this and closely related to it, in America at least, is the question, What is to be done about Armenia? Indications at Washington are that the decision of the Peace Conference as to Shantung is resented as unfair, and if by any compromise an unpopular decision should be made as to Armenia there would be an outburst of censure out of all comparison with that evoked by Shantung, for in the church world of America subscriptions have been collected for two decades to provide for oppressed Armenia, with its recurrent Turkish massacres, and Armenia is a sort of household word.

Interest In Armenia

Twenty thousand ministers, 85 Bishops, 250 college and university Presidents, and 40 Governors have cabled a petition to the President that he win independence for integral Armenia. There is a strong sentiment throughout the country, it appears at Washington, in favor of an Armenia absolutely free from any association with the Turk, even to a joint mandate over an autonomous Turkey and Armenia, that would preserve the administrative unity of Turkey.

At the same time the practical difficulties of establishing an independent Armenian republic are seen to be many. The Armenians are intelligent, possessing those qualities which go with advanced civilisation, and have furnished many administrators of the first class to the Turkish Empire, but in more than twenty centuries they have had few lessons in racial self-reliance, enjoying in that long stretch of history not more than 100 years of freedom. Their political sense will have to be developed, and in order to insure stability of Government a considerable period of wardship—is, under a mandatary of the League of Nations—is forecast.

These are but two of the many questions to be decided in the settlement of the Turkish Empire problem. There are not only complications of much-mixed races, with large districts where the most numerous are in the minority, but here also runs at a different angle over the whole in the complication of two religions, and here s and out, in another aspect, the first question, Shall the Sultan be removed from Constantinople? And if he is no) removed shall he be shorn of temporal power, like a sort of Mohammedan Pope, and be restricted to a small territory within the shadow of Yildiz Kiosk, the sacred edifice of the Mohammedans?

Were this the decision of the Allies, would the Sultan consent to remain in Constantinople on these terms?

Great Britain's Concern

Great Britain has the greatest number of Mohammedans under her flag, though we have some in the Philippines, and there have already been protests in India and a widespread ominous muttering, according to reports, against ousting the Sultan from Constantinople. By some this is ascribed to the Germans, but there is no doubt that what appears to be a dangerous menace of unrest among the Mohammedans of the British Empire has made an impression on the British representative at the Peace Conference and, according to reports reaching Washington from Paris, they favor, for the present at least, leaving the Sultan in Constantinople with an independent city under a mandatary of the League of Nations.

In the British Army, both in Egypt and India, there are many native regiments composed of soldiers of Mohammedan faith, some of whom fought bravely in Europe, with a marked temper for reacting powerfully to religious excitement. In addition, in setting forth this side of the case, the English attribute their success as colonizers to the fact that they have never gone counter to the religion of a native people under their control.

In the settlement of Turkish questions the United States has no direct voice, as we did not declare war on that country, but on this issue, according to reports from Paris, we occupy a middle ground, with no strong opposition to permitting the Sultan to remain in Constantinople, for religious reasons alone, after the internationalisation of the city. The French, on the contrary, took up the question from an opposite standpoint, that with French and British troops in control of Constantinople and also in Asiatic Turkey no such thing as a Turkish Empire remained and that therefore the settlement of the problem could be "taken up by directly dealing with the elements that composed the former empire.

Now as to the various territorial claims set up: The Turkish delegation desires to see the Turkish Empire remain intact and has expressed a willingness (if not alacrity) to give local autonomy to Syria, Armenia, Palestine, and Mesopotamia. The man at the head of the Turkish delegation is the brother-in-law of the Sultan, having married that ruler's sister. Another prominent member of the delegation is Riza Tewfik Bey, Minister of Finance and for years Governor General of the Turkish Empire. He is the expert financial man of the delegation. Financial matters have an important place in the problem, for before the Germans took over domination of the Turkish Empire Great Britain made the principal loans to Turkey.

The German Bugaboo

A main plea of the Turkish representatives will be that they are entitled to the favorable consideration of the Allies in order to check the influence and activity of the Young Turks, who are thoroughly Prussianised and will, it is contended, continue to work to undermine authority that is opposed to the Germans. But however enticingly presented there is no chance of the Turkish Empire remaining in fact, no matter how well guarded an autonomy be promised to the several parts. The nearest to this, possibly, according to reports from Paris, would be a joint mandatary, one over Constantinople, one over Anatolia (the Turkey of the future,) and the other over Armenia; each of these to have a separate autonomous Government, but, in order to secure certain advantages of a unified administration, to have a Governor General over all.

This plan the Armenians will oppose. They contend that in such a scheme the Turks, with their skill at intrigue, would soon obtain an overshadowing influence, if they did not possess it at the start. What the Armenians want is an independent Armenia, under the United States as mandatary, until they are well on their feet. The Armenians in Russia, in the Black Sea territory, have formed a republic. They claim more than 20,000 square miles of territory and a population of over 1,000,000. It is desired by the Armenians to add this to Turkish Armenia and thus connect Armenian territory from the Black Sea down to the Mediterranean and also to include Silicia and the littoral of Trebizonde. Therein, it is estimated, there would be a population of more than 3,500,000 Armenians as against an alien population of 1,500,000; that is, on this basis, a population 65 percent Armenian.

This is a high rate in applying the principle of self-determination to the parts of the Turkish Empire. In Constantinople it is said that the Greeks are most numerous though in a minority, and in Anatolia, which would be set aside for a Turkish Government, there would be a large percentage of aliens. With the racial lines drawn, however, it is figured co-nationalists would seek their own land, and the Armenians hope to add 1,000,000 to their population in this way.

Mandatary Question

Great as is the sympathy of this country for Armenia, there are signs of opposition to our taking a mandatary for any part of Turkey, or the whole of it, on account of the known unstable conditions that will exist there for some years to come. President Wilson has stated in Paris that he would not accept a mandatary without first consulting the United States Senate, and it is considered by some that to accept such mandatary would make the acceptance by this country of the League of Nations much more difficult. The chief reason for the apparently growing disinclination to faraway and precarious mandataries is that it might necessitate the keeping of our soldiers there, though the League of Nations constitution states that the holder of the mandatary is not to be called upon to supply soldiers, those needed being supplied from the natives. If we decline the mandatary it is likely to go to Great Britain, though that would not be pleasing to either France or Italy, for both these countries have expectations profitably to share in the breakup of the Turkish Empire.

Syria's claimants are in conflict with its mixed population of Phoenicians, Greeks, Arabs and Turks and other strains, Arabic ruling however as the language. Some Syrians want an absolutely independent Syria. Others desire a French mandatary, others a British and others an American. From the first proceedings of the Peace Conference France has claimed Syria, just as the Italians made a demand for control over Anatolia. Syria has the problem of two religions. Most of the inhabitants of older origin, such as the Phoenicians and Greeks, are Christians, while those who came in later are followers of Islam. If the Turks have to get out of Constantinople, and there is no doubt their final exit would be approved in this country, either Konia or Brusso, near the Sea of Marmora, would be the capital of pared-down Turkey, it is thought.

Asia Minor Hodge-Podge

To the Jews has been promised Palestine. Between Armenia and Mesopotamia is Kurdestan, with a population of probably 1,500,000 Kurds. Their leaders have asked for autonomy or semi-independence. There are many wild tribes among them and it is thought a mandatary of at least the second class will be required for them. This the British would like to hold, but there is no doubt that opposition would arise from the French and the Italians as that land adjoins Mesopotamia, and it seems accepted that Great Britain will be given sway over Mesopotamia. Under the Turks a country with soil as rich as that of the Nile has gone down to desolation and unproductiveness. The British will reclaim it with great irrigation works.

The Assyrians in Eastern Turkey and some of Mesopotamia have also presented territorial claims with the desire of becoming autonomous. They are more likely to be accorded self-government in a large unit. The Greeks are also counting on territorial control of part of the Turkish Empire, on the west coast of Asia Minor. They recently landed troops at Smyrna and Airvali, old Greek cities, and have taken possession of the hinterland where Greeks predominate, with the approval of the Allies, it is presumed.

If the Turks are narrowly restricted to Anatolia, as now seems probable, they will be reduced to a territory with a total population of less than 7,000,000, it is estimated. Before the war the Turkish Empire had a population of 20,000,000, according to German statistics, and comprised 1,792,900 kilometers. During the war it is estimated that 2,500,000 Turks and 1,000,000 Armenians perished; in addition to these many thousands of Syrians, Arabs, Greeks and Assyrians. There is a kind of retribution gathering over the centuries in the cooping up of the Turks in Anatolia, for after great adventures in plunder and rapine reaching 600 years in extent they will find themselves returned to the restricted hill country from which the Osmanli Turks, sword in hand, issued and overran one country after another until at one time they menaced the whole of Europe. It is a great downfall from the zenith of what their power once was to their state of today, when the representatives of the once proud Turkish Empire are received at Paris in a "cloakroom," according to a cable from Paris, and to students of history is a proof of a justice in the world slow but sure, that judges nations as well as men.

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Elihu Root Proposes Senate Adopt League Covenant But State Reservations

Wants Basic Organisation Left But Qualifications Made To Protect America's Position; Would Reject Article X Altogether

Washington, June 21.—Elihu Root, ex-Senator and ex-Secretary of State, in a letter to Senator Lodge, Chairman of the Foreign Relations Committee, which the latter made public today, outlines the policy which the conservative opponents of the League of Nations covenant among the Republicans are expected to pursue when the treaty of peace comes before that body.

Mr. Root advises that as important objections raised by opponents of the League of Nations have not been embraced in the redraft of the covenant, the logical way to emphasise those objections is through a qualifying resolution, adopted with the ratification of the treaty.

Mr. Root urges that, by resorting to the qualifying resolution, the Senate put itself on record as to the matters from which it dissents, the matters not to be binding upon the United States in any dispute over them that may later come up in the League of Nations.

In his letter Mr. Root expresses approval of the Knox resolution which urges the Peace Conference to write a clause into the treaty of peace allowing nations to determine after the treaty is signed, if they wish to join the League of Nations But if the covenant is not to be separated from the treaty, he advises that the Senate resort to the alternative of acting through the qualifying resolution. By resorting to this method, Senator Root argues the United States will definitely make known its dissent where it exists and save itself from accepting obligations from which later it may want to withdraw.

Mr. Root's letter, which was written to Senator Lodge under date of June 19, after Mr. Root had been asked for his opinion by Mr. Lodge, marks the drawing of a definite line of attack upon the treaty of peace which the conservative element among the Republicans is expected to follow. It comes after the fight for the Knox resolution is admitted by majority leaders to be hopelessly lost.

Through Mr. Root coming into the breach the battle against the League of Nations, it now becomes evident, will be concentrated upon an effort to express the Senate opposition after the treaty reaches the Senate, instead of trying to have the covenant separated from it before the treaty is signed.

In this letter Mr. Root, while attacking features of the League of Nations covenant as not safeguarding American sovereignty, concedes that the covenant embraces a "great deal of very high value, which the world ought not to lose." He dwells upon the delay enforced through the League covenant in the event of serious disputes, which would prevent the world rushing headlong into war, the recognition of self-government and the establishment of governments for nations which, before the war, were under autocratic rule.

Mr. Root goes on to advise that, if the League covenant is to remain in the Treaty of Peace, the only way to eliminate features that are regarded as inimical to the importance of America would be through the qualifying resolution. He urges reservation upon these points, which ought to be clearly expressed by the Senate:

1. As to Article X., under which the United States would be obliged to guarantee, with other nations in the League, the territorial integrity and political independence of all other members.

2. That nothing in the League covenant shall prevent the United States from asserting its right to withdraw under the two years' notice clause, the United States to be the judge of whether its obligations under the League covenant have been fulfilled.

3. That the United States under no circumstances relinquish its traditional attitude of independent action upon purely American questions these including immigration, the race problem and the Monroe Doctrine.

Mr. Root is determinedly opposed to Article X., which, he says, was not embraced in the original plan of General Smuts, as submitted to the Peace Conference. If the United States agrees to this article, he says, it would probably not be able to fulfill its obligation under it. He urges against the United States being "forced into such a position."

Mr. Root advocates a straightforward assertion by the United States that it would go to the aid of any European nation—say, France—if emergency should warrant, but argues against engaging in any "indefinite alliance."

Text Of Root's Letter

Here is the text of the Root letter:

"To the Hon. Henry Cabot Lodge, Washington, D. C.:

"My dear Senator: You were good enough to ask that, after studying the whole of the proposed treaty with Germany and the amendments already made to the League of Nations part of it, I should write you my opinion as to the amendments and as to the action which would be wise, in view of existing international conditions.

"I should be glad to see the peace terms and the League of Nations covenant separated, as proposed in the resolution offered by Senator Knox, so that the latter could be considered by the people of the country without coercion from the necessities of speedy peace.

"To avoid repetition, I inclose a copy of a letter which I wrote to Mr. Will H. Hays, March 29, 1919, proposing amendments to the League of Nations Covenant and giving the reasons for them. Amendments similar in substance were proposed at about the same time by many Americans familiar with public affairs both in and out of the Senate. The amendments subsequently made in the covenant by the Paris conference, while to some extent dealing with the subjects of the amendments so proposed, are very inadequate and unsatisfactory.

"Nothing has been done to provide for the re-establishment and strengthening of a system of arbitration or judicial decision upon questions of legal right. Nothing has been done toward providing for the revision or development of international law. In these respects, principles maintained by the United States without variation for half a century are still ignored, and we are left with a program which rests the hope of the world for future peace in a government of men and not of laws, following the dictates of expediency, and not of right. Nothing has been done to limit the vast and incalculable obligation which Article X. of the covenant undertakes to impose upon each member of the League to preserve against external aggression the territorial integrity and political independence of all members of the League all over the world.

"The clause authorising withdrawal from the league on two years' notice leaves a doubt whether a mere charge that we had not performed some international obligation would not put it in the power of the Council to take jurisdiction of the charge as a disputed question and keep us in the League indefinitely against our will.

"The clause which has been inserted regarding the Monroe Doctrine is erroneous in its description of the doctrine and ambiguous in meaning. Other purely American questions, as for example, questions relating to immigration, are protected only by a clause apparently empowering the Council to determine whether such questions are solely within the domestic jurisdiction of the United States. I do not think that in these respects the United States is sufficiently protected against most injurious results, which are wholly unnecessary for the establishment and maintainance of this League of Nations.

What Ought To Be Done?

"On the other hand, it still remains that there is in the covenant a great deal of high value that the world ought not to lose. The arrangement to make conferences of the powers automatic when there is danger of war; provisions for joint action, as of course by representatives of the nations concerned in matters affecting common interests; the agreement for delay in case of serious disputes, with opportunity to bring the public opinion of the world to bear on the disputants and to induce cool and deliberate judgment; the recognition of racial and popular rights to the freedom of local self-government, and the plan, indispensable in some form, for setting up Governments in the vast regions deprived by the war of the autocratic rule which has maintained order—all these ought not to be lost, if that can possibly be avoided.

"The condition of Europe requires prompt action. Industry has not revived there. Its revival requires raw materials. To obtain these credit is necessary, and for this there must be security for the fruits of enterprise, and for this there must be peace. Satan is finding evil work for idle hands to do in Europe—evil work that affects the whole world, including the United States.

"Under these circumstances, what ought to be done?

"I am clear that, if the covenant has to be considered with the peace terms included, the Senate ought to include in its resolution of consent to the ratification an expression of such reservations and understandings as will cure so far as possible the defects which I have pointed out. You will probably be unable to do anything now about the system of arbitration and the development of international law. You can, however, put into the resolution of consent a reservation refusing to agree to Article X, and I think you should do so; you can clarify the meaning of the withdrawal article, and you can also include in your resolution the substance of the third amendment which I proposed in my letter to Mr. Hays of March 29, relating to purely American questions, and I think you should do so. These clauses of the resolution shape themselves in my own mind as follows:

"'The Senate of the United States advises and consents to the ratification of the said treaty with the following reservations and understandings to be made a part of the instrument of ratification, viz.

"(1) In advising and consenting to the ratification of the said treaty, the Senate reserves and excludes from its consent, the tenth article of the covenant for the League of Nations, as to which the Senate refuses its consent.

"(2.) The Senate consents to the ratification of the said treaty, reserving Article X. aforesaid, with the understanding that whenever two years' notice of withdrawal from the League of Nations shall have been given, as provided in Article I., no claim, charge or finding that international obligations or obligations under the covenant have not been fulfilled, will be deemed to render the two years' notice ineffectual or to keep the power giving the notice in the League after the expiration of the time specified in the notice.

"(3.) Inasmuch as in agreeing to become a member of the League of Nations, the United States of America is moved by no interest or wish to intrude upon or interfere with the political policy or international administration of any foreign State, and by no existing or anticipated dangers in the affairs of the American continents, but accedes to the wish of the European States that it shall join its power to theirs for the preservation of general peace, the Senate consents to the ratification of the said treaty, excepting Article X. aforesaid, with the understanding that nothing therein contained shall be construed to imply a relinquishment by the United States of America of its traditional attitude toward purely American questions, or to require the submission of its policy regarding questions which it deems to be purely American questions to the decision or recommendation of other powers.

"This reservation and these expressions of understanding are in accordance with long established precedent in the making of treaties. When included in the instrument of ratification they will not require a reopening of negotiation, but if none of the other signatories expressly objects to the ratification with such limitations, the treaty stands as limited between the United States and the other Powers.

"If any doubt were entertained as to the effect of such action, the doubt could be readily dispelled by calling upon the four other principal Powers represented in the Council to state whether they do in fact object to the entrance of the United States into the League with the understanding and reservations stated in the resolution.

As To Article X

"As to these limiting clauses I wish to say something further. As to Article X.:

First.—It is not an essential or even an appropriate part of the provisions for a League of Nations to preserve peace. It is an independent and indefinite alliance which may involve the parties to it in war against Powers which have in every respect complied with the provisions of the League of peace. It was not included in General Smuts's plan, the provisions of which have been reproduced almost textually in the League covenant. It stands upon its own footing as an independent alliance for the preservation of the status quo.

"Second—If we agree to this article it is extremely probable that we shall be unable to keep our agreement. Making war nowadays depends upon the genuine sympathy of the people of the country at the time when the war has to be carried on. The people of the

(Continued on Page 22)

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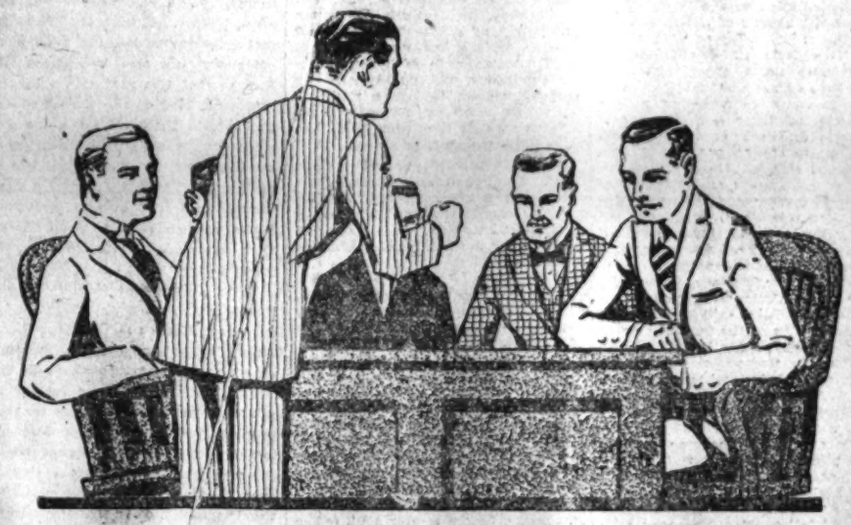

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American Women Demand Full Equality In Industry

Ida Tarbell And Elisabeth Marbury At Head Of Movement For Fairer Treatment In Business

New York, June 25.—More than twenty-five thousand business and professional women of New York State united yesterday for a campaign to obtain full equality for women in every line of work.

In ten days, it is declared, a million women will have joined the movement, already nation-wide. Behind it are Ida M. Tarbell, Elisabeth Marbury and Grace Parker.

Organisation here was effected at a meeting of representatives of 102 business and professional women's clubs, held at the Cosmopolitan Club, Fortieth Street and Lexington Avenue. The step was described by Miss Lena Madesin Phillips, executive secretary of the organisation committee, as one of the first in a movement to establish what will be known as the National Federation of Business and Professional Women. It is planned to hold a national convention in St. Louis July 14 to 18.

The project, as outlined by Miss Phillips, is for each state to have its own federation of professional and business women's clubs. At yesterday's meeting the New York State Federation was formed, taking in all societies of women in the business and professional world.

Objects Of Federation

A constitution was adopted, describing the objects of the federation as follows:

"The objects of this federation shall be to unite organisations of business and professional women in order to come to a better understanding of their conditions and needs in different sections of the country; to secure more equitable treatment and just recognition for women in business and the professions; to gather and distribute information relative to vocational opportunities, and to bring about a greater solidarity of feeling among women throughout the state."

Miss Eugenia Wallace, vice-chairman of the National Business women's Committee, said one of the first objectives of the federation will be the opening of all civil service positions to women, removing the present restriction which prohibits women from taking examinations for jobs paying more than $1,800 annually.

"By organisation women can not only attain equality, but they can bring about sorely needed reforms," Miss Wallace said. "They will rear younger women in a new business faith of full equal competency with men. More than that, the federation can assure these women adequate recognition and compensation.

Organising By Zones

"By the end of June business and professional women in every state will have organised. Meetings are being called every two or three days. Organisers are working in carefully zoned sections, with bases at Atlanta, New York, Chicago, Denver and San Francisco."

Helen McCormick, Assistant District Attorney of Kings County, in an address, pointed out that present conditions are not conducive to equality of the sexes and should be remedied, especially in the matter of housing for individual women. A chain of women's hotels is needed, she said. She urged the establishment of a system of inspection of business schools, to insure young women proper training.

Miss Adeline Zachart, of the Rochester Business Women's Club, told of the work done in her city by a federation of business and professional women. A 6 o'clock closing law for factories and firms employing women had been obtained, she said.

Booklet Tells Objects

A booklet distributed at the meeting yesterday gave the following "reasons for federating:"

"In this period of reconstruction, when the strength in unity is foremost in the common thinking, it has been a cause of deep concern to many that there is no adequate organisation of the business and professional women in this country.

"It is estimated that there are now between twelve and thirteen million wage-earning women in the United States. It is beyond the human mind to conceive the dynamic force that could be liberated by the union, in full sense of solidarity, of even a large part of this group of keen, thinking women. Such a group could, first of all, make secure its position in the business world. It could set standards of better working conditions and could help the younger women to better positions and to fill more satisfactorily those positions which they now hold.

Both Sides Benefitted

"Thus, both employer and employe could be benefitted. Tremendous forces could also, through such a national organisation of business and professional women, be brought to bear for or against proposed social legislation."

Miss Mary Johns Hopper, organiser for the New York district, said the federation will be entirely non-political, except on the question of obtaining corrective legislation.

The meeting was presided over by Mrs. Jean Norris, president of the National Woman Lawyers' Association. Mrs. Harry Lillie, president of the New York Federation of Women's Clubs, greeted the delegates.

Officers for the New York State branch were elected at the evening session. Miss Parker was chosen president and Miss Zachart, of Rochester, first vice-president. Other officers include: Second vice-president, Florence Kelly, executive secretary of the Consumers' League; treasurer, Hannah Axel, of the Hebrew Young People's Association; secretary, Josephine Smart, of the Woman's Civil Service Association. Miss Zachart, Mrs. Norris and Dr. Josephine Baker were selected to represent the state at the national convention.

Six members at large of the national federation were chosen. Then were Jean Hamilton, Mary Snell, Elisabeth Marbury, Rose Brenner, Dr. Baker and Mrs. Ackerman.

Elihu Root Proposes Senate Aaopt League Covenant

(Continued from Page 21)

United States certainly will not be willing, ten years or twenty years hence, to send their young men to distant parts of the world to fight for causes in which they may not believe or in which they have little or no interest. If that is the attitude of the people when we are hereafter called upon to wage war under Article X., no general, definite agreement made years before will make them disposed to fight, and we shall be in about the worst possible position of having made an agreement and not keeping it. Our people ought not to be forced into such a position, and we ought not to make any agreement that is liable to force them into such a position.

"The recent controversies over the disposition of Kiaochow and of Fiume illustrate very well the way in which territorial arrangements are likely to be made in councils of the great Powers controlled by expediency. I would not vote to bind our country to go into a war in years to come in defense of those arrangements.

"If it is necessary for the security of Western Europe that we also agree to go to the support of, say, France, if attacked, let us agree to that particular thing plainly, so that every man and woman in the country will understand the honorable obligation we are assuming. I am in favor of that. But let us not wrap up such purpose in a vague universal obligation, under the impression that it really does not mean any thing likely to happen.

Population Complications

"Third—It is reported that Switzerland is much disturbed over the invitation to join the League of Nations and wishes to preserve her neutrality, because her people are partly French, partly German, and partly Italian, and she wishes to keep out of all quarrels which may involve these nationalities. In this country the census of 1910 showed that 35 percent (more than one-third) of our people were of foreign birth or the children of foreign parents. We can call upon these people to stand by America in all American quarrels, but how can we control their sympathies and their action if America interferes in foreign quarrels and takes sides in these quarrels against the countries to which they are attached by tradition and sentiment? How can we prevent dissension and hatred among our own inhabitants of foreign origin when this country interferes on foreign grounds between the races from which they spring? How can we prevent bitterness and disloyalty toward our own Government on the part of those against whose friends in their old homes we have intervened for no cause of our own?

"Article X. confronts us with consequences very similar to those which Washington had in mind when he advised us to keep out of the quarrels of Europe, and to keep the quarrels of Europe out of America. It is by following this wise policy that the United States has attained a position of unity and of disinterestedness which enables her to promote peace mightily, because she is not a party to the quarrels that threaten to disturb peace. She is free from suspicion; she is not the object of hatred or distrust; her friendship is valued, and her word is patent.

"We can be of infinitely more value to the peace of the world by keeping out of all the petty and selfish quarrels that arise than we can by binding ourselves to take part in them. Just so far as it is necessary to modify this settled, historic American policy in order to put into effect a practical plan for a League of Nations to preserve peace we ought to go, and we ought not to go one step further. The step proposed by Article X. is not necessary for such a plan, and we ought not to take it.

"As to the statement of understanding about American questions contained in the foregoing paragraph numbered 3 the most ardent advocates for accepting the League covenant exactly as it stands insist that the provisions already inserted about the Monroe Doctrine and other purely American questions mean just what this proposed resolution says. If that be true, then nobody can object to the resolution, which puts the meaning beyond question. It is important not only for the interests of America but for the peace of the world that such provisions should be free from doubt and occasion for dispute. If, on the other hand, their view is wrong, and the provisions already inserted may be construed not to mean what the resolution says, then the resolution certainly ought to be included in the consent to the ratifications.

Interference In Europe

"There is one other thing to be mentioned. That is the recital of the proposed resolution, (No. 3,) disclaiming any intention by the United States to intrude upon or interfere with the political policy or internal administration of any foreign State. I think that to be of real importance, because I perceive evidences of an impression in Europe that the part taken by the representatives of the United States at Paris in the local questions and controversies of Europe indicates an abandonment by the United States of her traditional policy and a wish on her part to dicate to European States and control European affairs, thus assuming responsibility for those affairs.

"That impression should be dispelled. It is not well founded. I am sure that the people of the United States have no such intention or wish. Such interposition in the affairs of Europe as our representatives have been engaged in was properly but a temporary incident to the fact that we had engaged in the war, and had therefore to discuss the terms of peace; and we should make it clear that we neither assume responsibility for nor intend interference in the affairs of Europe beyond that necessary participation under the organisation of the League of Peace which we enter upon by the request of the European nations themselves.

"To return to the subject of arbitration and the development of international law, I certainly should not advise regarding the League covenant in its present form as the final word upon an organisation for the preservation of the peace of the world. I think that when the Senate consents to the ratification of the treaty with some such reservations as I have indicated, it ought also to adopt a separate resolution not a part of the action upon the treaty, but, practically at the same time, formally requesting the President, without any avoidable delay, to open negotiations with the other powers for the re-establishment and strengthening of a system of arbitration for the disposition of international disputes upon questions of right and for periodical meetings of representatives of all the powers for the revision and development of international law.

"I think that hereafter, when the life of Europe has become settled, when credit and industry are re-established there, and Governments are stable and secure, and we know what reduction of armaments the powers are going to consent to, the United States should insist upon a revision of the League covenant. I am sure that the changed circumstances will then permit material improvement.

"Faithfully yours,

"ELIHU ROOT."

Ambassador Whitlock Transferred To Rome

Page Resigns And Promotion Comes To Man Who Tried To Save Edith Cavell

Washington, July 12.—Mr. Thomas Nelson Page, Ambassador to Italy, has resigned and his resignation has been accepted. With the announcement came the nomination by the President of Mr. Brand Whitlock, now Ambassador to Belgium, to succeed Mr. Page at Rome.

The new Ambassador to Italy made himself famous during the first year of British interests in the occupied of the war for the efforts he made to soften mitigate as far as his ambassadorial Following the American declaration duties permitted the severity of the of war, Mr. Whitlock wrote of the German occupation rules. He did German acts in Belgium, His narrative everything possible to save the life being a stirring story of Belgium's of Nurse Edith Cavell, being in charge darkest days.

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Birthday Celebrations In China

By Rover

If there is anything which is venerated in China, it is old age. If a man meets you, he asks you about your parents as a mark of courtesy. If you are able to reply they are still hale and hearty and have arrived at an advanced age you are congratulated warmly.

The Chinese are great believers in phrenology. A man will look you fixedly in the face, marking your characteristic features, and then declare your declining years will be fortunate and you will live to old age. Asked how he arrives at his deductions, he will point out that you have a prominent chin, large ears or long eyelashes as the case may be. These are all conditions which are supposed to guarantee long life.

The Chinese reckon every thing on the decimal system. Therefore birthdays when another decade is reached are kept up with great ceremony, while the birthdays in between are called small birthdays and are more or less disregarded. The older one gets the more important is the birthday. The decades which begin to get important milestones are the 40th, 50th, 60th and 70th birthdays. The 80th birthday is a matter of very great rejoicing and ceremony.

Some provinces have the custom of celebrating the birthday on the exact day of birth. On other the same is held on the year preceding, thus 39, 49, 59, 69 and 79 and so on.

It is not customary for a man to issue invitations for his own birthday. The invitations are sent out by his sons and grandsons.

When a man receives such an invitation to the birthday of one of his friends, he has to prepare a present without delay. Everything in China is more or less stereotyped, therefore one knows exactly what is expected of one to contribute. The usual thing is to send a big red satin scroll with an enormous character "longevity" in the center. On the upper corner one affixes the name of the person whose birthday it is and on the other side on the lower corner one affixes one's own name. This present can be augmented with smaller scrolls, macaroni, candles and firecrackers as one desires.

The present sent off, the recipient rewards your servant who has conveyed the present with ten perfent of the estimated value of the gift as a reward. On the night before the actual birthday one is expected to be present at the residence of the host. The house is gaily decorated outside with festoons and arches, with lanterns and electric lights in profusion. As one enters one is welcomed with native music. The central hall is usually carpeted and the satin scrolls hung around the walls make it very gay.

On the altar candles are burning. One makes three bows of congratulation and then retires to the reception room to intermingle with the other guests. Feasting, theatricals and gambling fill in the evening.

On the next day one calls early to record one's congratulation. The feasting and theatricals often cover several days.

Filial piety is so engrained in the Chinese that a dutiful son will celebrate the birthdays of his parents in rotation as each decade arrives even after they are dead. The ceremonies and presents are the same as in the case of the living, only one bow to the tablet of the deceased instead of to the living person. A common and popular salutation and toast is "Wan Shui" which means, "may you live 10,000 years."

How The Rigid Dirigible R-34 Navigates

The British rigid dirigible R-34, which flew from England to the United States, a total distance of more than 3,000 miles without a stop, has one point that has been carefully screened from the public, primarily as a secret of the war, but chiefly on account of its highly technical character. That is the question of aerial navigation.

How can a giant airship carrying thirty men be steered on a true course across the Atlantic?

At the altitude it must travel a good sun observation is practically out of the question, owing to the difficulty of obtaining a clear and well defined horizon, so necessary to determine correct solar angles. This has been definitely proved in the case of the NC seaplanes and Hawker's attempt.

In the event of cloudy, hazy or misty weather sun observation is entirely impossible. It may certainly be stated that the ordinary methods of navigation employed on shipboard are almost impossible on aerial craft crossing the Atlantic.

Fortunately the navigation of the air has been placed on a sure and accurate basis by one of the most remarkable inventions of the war. It is possible for the navigator of an airship to obtain the true position of his craft irrespective of any weather conditions. Moreover, this "position" will have a smaller percentage of error than the best sun observation ever obtained by the navigating officer of a ship at sea.

This remarkable fact has been made possible by utilising the peculiar properties of the electro-magnetic waves which are the medium of transmission in wireless telegraphy. These waves have a purely directional effect upon a closed coil of wire.

If we take a coil of wire wound on a suitable wooden frame it will be possible to obtain signals from any wireless station—with suitable receiving apparatus—provided the edge of the coil is pointed direct toward the sending wireless station. The moment the coil is turned in either direction away from the station the signals cease to be recorded upon the receiving instruments.

Now that is the fundamental fact upon which the remarkable "direction finder" is based. There are, however, several complicated details that enter into consideration when making an "observation" with it.

For the present we will describe how the navigating officer of an airship locates the exact position of his ship and lays out its course upon his charts. We will assume the ship to be crossing from England to Cape May, N. J., and that it is halfway across the ocean, or, in other words, it is in 35 degrees west longitude and 45 degrees north latitude.

Our ship will be going forward through the air at a speed of seventy miles an hour 2,000 feet above the rolling waters of the Atlantic. From this altitude the ocean appears fairly flat with peculiar white markings, partially shrouded in a grayish haze.

In the operating cabin the navigating officer is poring over a track chart of the North Atlantic, while the wireless operator is slowly moving a wooden frame, with wire wound around it, through a few degrees of its circle. In front of the coil a spirit compass points its needle perpetually toward the magnetic North Pole.

Presently the wireless operator picks up a well known European wireless station engaged in sending out news. He fixes the coil at the correct angle and then carefully notes how many degrees to port or starboard the bearing of the coil reads. This is carefully noted in connection with the compass reading and the information turned over to the navigating officer.

The latter has before him the official book of the International Radio Convention, giving him the true positions of every wireless station on land in the world. He therefore knows the exact latitude and longitude of the wireless station heard by the wireless operator.

Upon his chart he marks this position down, and then, following the well known navigational formula for determining the unknown angle, he obtains a great circle bearing from the wireless station. The great circle line he obtains is drawn clear across the chart, and he knows that somewhere upon that line the airship is located, but cannot with this one observation determine just where.

The wireless operator now turns his coil completely around and listens in for some station on the American coast. The same process is gone through and a great circle line obtained from the American station. This, too, is drawn clear across the chart, and at the point where it crosses the line from the European station is the exact location of the airship. In other words, the airship's exact latitude and longitude are read directly from the chart from the position of the intersection of the lines upon it.

Such is the method of navigating an airship. Its remarkable virtue lies in the fact that it is absolutely unaffected by any terrestrial conditions, such as fog, rain, mist, haze, thunderstorm or change of temperature. Moreover, it has the added virtue of becoming more correct the nearer land is approached.

There are, however, several tremendous difficulties that have been overcome in developing this apparatus. In the first place, the coils that can be used on an airship are so small that the amount of current they pick up is infinitesimal and with ordinary wireless apparatus would be completely useless.

As it is impossible to utilise "aerial" wireless usually associated with wireless stations for the purpose of direction finding, it became necessary to develop receiving apparatus that would magnify the minute currents picked up by the cable, so that they could be used to advantage for navigational purposes.

This is done by the "seven-valve amplifier" developed and perfected by Captain Chandler of the naval section of the British Royal Air Force. It is based upon Dr. Lee de Forest's invention—the Audion.

The remarkable and astounding feature of this development of the Audion is that it takes up and magnifies currents so minute that no human computation can comprehend them. There is no apparatus known to science delicate enough to measure them.

How then can such a minute current be utilised? The best way for the lay mind to understand is to compare the action of the seven-valve amplifier with the action of a soldier's rifle.

When a soldier pulls back the hammer of his gun before firing, he transfers energy from his own body and stores it up in the spring that controls the firing action of his rifle. This energy remains stored up in the spring until it is released by pressure on the trigger, and the gun fired. Now the amount of pressure on the trigger is very light, really only enough to release the stored up energy in the spring. This pressure of itself would never explode the cartridge.

It is just this kind of action that enables the seven-valve amplifier to magnify the weak currents received by the direction finder, and so make aerial navigation possible. These currents, while too weak to be recorded of themselves, are yet able to release the stored up energy in the machine controlled by the amplifier until a sufficient amount has been obtained to record their presence.

There are other factors that have to be taken into consideration with this system, but they are chiefly of a correctional character, and too technical to be explained in such an article as this. For instance, the steel stays and wire bracing of the airship have the peculiar property of reflecting electro-magnetic waves. This if not carefully corrected would make a serious error in the calculation.

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NOTICE
We beg to announce that we have opened a branch of our Office at 9a Kiangse Road.
Mr. Joaquim M. C. de Sousa has this date assumed charge of our Shanghai Office, and will sign the firm per procuration.
DE SOUSA & CO.
Hongkong, 1st August, 1919.
24759

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BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

The Yangtsze Insurance Association, Limited

NOTICE.

A circular letter has been posted to all shareholders informing them that the recently declared bonus of $40 per share has been applied in payment of the call of $40 per share made on the same date.

All shares of the Association are now fully paid up and shareholders are requested to send their share certificates to the Association's Head Office, No. 26, The Bund, Shanghai, so that they may be endorsed to that effect.

By Order of the Board of Directors,
T. A. CLARK,
Secretary.
Shanghai, 31st July, 1919.
24740

Shanghai Foreign Exchange Bankers' Association

The Foreign Exchange Banks which are members of the above Association will be closed for the transaction of Public Business on Monday, the 4th August on account of Autumn Holiday.
24733

NOTICE

We have opened our offices as Merchants and Commission Agents at 9 Hankow Road, from this day.
UMRIGAR BROS.
1st August, 1919.
24737

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NOTICE

By a resolution passed by the requisite majority of the stockholders of the
CHINA & JAPAN TRADING CO., LD.
at a special meeting held at the Company's Head Office in New York City, U.S.A., such resolution having been duly filed in the office of the Secretary of State of the State of New York, it was resolved that as the business of the Company had been extended to new territories the name be changed to
CHINA, JAPAN & SOUTH AMERICA TRADING COMPANY, LIMITED.
In pursuance of the above the business of the Company will in future be carried on at New York, Shanghai and other branches under the new name of
CHINA, JAPAN & SOUTH AMERICA TRADING CO., LIMITED.
J. T. DISSELDUFF,
Manager.
Shanghai, 31st July, 1919.
24743

Municipal Notification
No. 2602.
7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.
The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.
They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.
The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.
Application forms can be obtained from the Treasurer, Finance Department, 24a Kiangse Road, to whom all enquiries should be addressed.
By order,
N. O. LIDDELL,
Secretary.
Council Room,
Shanghai, April 12, 1919.
24754

Dr. James Yuking's
Office for Venereal Diseases is now removed to
73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

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ALL kinds of translations from ENGLISH into CHINESE or *vice versa*, undertaken by specialists. Prompt service and reasonable charges. Apply to Employment Department, Chinese Y. M. C. A., SHANGHAI.
24712 A 10

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23518

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Loss of Bank Deposit Books

The public is hereby notified that Bank Deposit books (隨時存摺) No. 210, in taels account, and No. 280 in dollars account, of The National Commercial Bank, under the name of K. S. Wang (王小徐) have been stolen. Notice has been sent to the bank and the above-mentioned books have been rendered void.
K. S. WANG.
24766

Russian Lady Dentist
Miss. A. Gauhman
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Time 9-12 : 2-6
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17397

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24747

Municipal Notification
No. 2639.

In view of the prevalence of CHOLERAIC DIARRHOEA the public is requested to observe carefully the provisions of the PUBLIC HEALTH NOTICE, a copy of which, in English and Chinese, may be obtained from the Health Office.
Particular attention is directed to the rules regarding food, the shortest summary of which is:—*"Eat and drink nothing that has not been recently cooked or otherwise sterilised."*
By order,
N. O. LIDDELL,
Secretary
Council Room,
Shanghai, July 30, 1919.
24755

NOTICE TO EXPORTERS

We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.
Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.
Any inquiry will have our immediate attention.
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H. C. WANG
General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

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In order that we may be in a better position to serve the manufacturers and dealers in Tobacco Leaf in China and the Far East we have established an office as below at SHANGHAI.
It would be to the advantage of all manufacturers and dealers to visit our office.
They will find there a full line of samples of every grade of American Tobacco Leaf, and at the very lowest prices. We can also supply samples to all customers in any part of the Far East, and if desired, will call with samples wherever requested.
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J. H. MOORE,
Far Eastern Manager.
24660

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Eye-Sight Specialist
Consulting Hours
10 to 12 a.m., 2 to 5 p.m.
and by appointment
38, Nanking Road
1st Floor

Cotton Market

Messrs. A. B. Rosenfeld and Son write as follows in their report dated August 2:

China Cotton.—The action of the market during the past week has again been very erratic, with outside business less active, fluctuations on the whole originating from manipulative causes and conditions in the local market, so that their relation to the general situation is unimportant. It is clearly evident at present that sentiment has become more divided and the manipulation brought into play at times to advance prices seems to indicate that some opposition has been aroused on the Bull side, but the support required on any decline showed the absence of any weakness.

As to the new crop, the latest cable advices from along the Yangtsze Valley are not very encouraging. In Mien Yang, Klang Kew and Han Kew the river in these localities has flooded practically a hundred square Li in each of these cotton growing sections. Tien Mun, Ho Foo, Sing Yo, Dang Chew and Nan Yang, are all practically under water, making in all about 800 square Li of cotton growing centers flooded. The crops in the overflowed area, from present indications, will be totally lost.

Extracts Of Correspondence

Chihli Province.—Advices from our correspondent dated 25th July read as follows: In the districts where ordinary Tientsin cotton is grown there has been heavy rains, and in addition to this, the Pei Ho is rising to such an extent that certain villages are under water. None of the cotton crop has been destroyed as yet, but we fear if these conditions keep up, damage is bound to be done, which will naturally reflect on prices. From further advices received dated 28th July our correspondent informs us that the villages of Li Hsien and Ting Chou are inundated, and that the new season's crop is practically finished there. What effect this will have on the market we are not in a position to tell just now.

Kiangsu Province, July 30.—During the past week with the exception of July 29, when we had heavy showers and a cold wave, the weather has been exceptionally favorable for the growing crop; and the fields are now fairly free from grass and weeds. A portion of the crop in the heavy lands is still grassy, but is being rapidly worked out, and where worked is growing rapidly. In a general way, we think the crop is doing well.

Chekiang Province, July 27.—There is nothing further to add to what we have already reported on July 26. Very little improvement and the outlook very discouraging.

From the foregoing it will be seen that whatever views are entertained as to the ultimate course of prices, a conservative policy appears to be desirable for "futures."

Liverpool, July 24.—Liverpool Market:

	Pence.
Egyptian Fully Good Fair Sakellaridis	27.09
M. G. Fine Scinde and Bengal	16.25
Good Middling American, Spot	21.44
Good Middling American, Sept.	21.71
Good Middling American, Oct.	21.79

Market, steady.

New York, July 29.—New York Market:

October 33.80 cents.
January 34.00 cents.
March 34.85 cents.
Market, steady.

Bombay, July 29.—Indian Market: Broach 615 Rds. per Khandy.
Market, steady.
Shanghai Market:

	Tls.
Shansi	34.00
Tungchow	33.50
Tungchow New Crop	35.50
Shanghai	36.50
Shanghai New Crop	38.00

Tone of the market, steady.

The China Mutual Life Insurance Co., Ltd.

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THE MANAGEMENT

Chinese and Foreign Banking Announcements

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Incorporated by Royal Charter 1853.

Capital	£2,000,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	£2,100,000

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38 BISHOPSGATE, LONDON, E. C.

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Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
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The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

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The London County and Westminster and Parrs Bank, Limited.
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Cebu	Madras	Sourabaya
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Hankow	Peking	Burma)
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Shanghai Branch 18 The Bund.

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Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserve	Frs. 50,000,000.00

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Battambang	Hongkong	Shanghai
Canton	Mongtze	Singapore
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Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

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In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

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41 Kiangse Road.

Telephone C. 1941.
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P. C. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2/-	$15,000,000
Silver	21,000,000
	$36,000,000
Reserve liability of Proprietors	$15,000,000

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Court of Directors:
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A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

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London: Messrs. Glyn, Mills, Currie & Co.
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Milan: Credito Italiano.

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(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$1,000,000.00
Reserve Fund	391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital	£2,000,000
Reserves	£431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-Up Capital Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中華銀行 Chung Foo Union Bank

(Established in 1917.)

Statutes approved by the Government in 1916.

Head Office: Tientsin

Subscribed Capital	$2,000,000
Paid-Up Capital	$1,020,000
Reserve Fund	$ 20,000

Acting Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	TsinkiangpuOsaka	
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAU, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus	U.S. $6,500,000
Undivided Profits	U.S. $2,563,000.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid)	H.$2,000,000.00
Reserve Fund	H.$ 400,000.00
Investment reserve fund	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	Yen 42,000,000
Reserve Fund	Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.
Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital	Francs 75,000,000

one-third of the Capital, i. e., Frs. 25,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotta.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunnanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital	£1,500,000
Paid up Capital	750,000
Reserve Fund	700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending August 1:

White Silk.—We again have to report a very quiet week with practically nothing doing.

Steam Filatures.—Some further business has been done at full rates.

Tussah Filatures 8 coc.—Some interest has been shown in Best grades at Tls. 410 av. Medium at Tls. 360 for No. 1.

Passengers Departed

Per N.Y.K. s.s. Yawata Maru for Japan: Mr. and Mrs. Watson, Mrs. Nagamine and 6 children, Messrs. Maejima, Iino, Tanaba, Sano, C. P. Marzhtia, A. M. Woodward, Kuroki, Kiriyama, Ito, Mizumachi and wife.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai
Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Hankow-Hongkong-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Financial And Commercial News

Exchange and Bullion

Shanghai, August 2, 1919.
@ 5/6¼=Tls. 3.6090

Money And Bullion

Sovereigns: buying rate
@ exch. 73.5=Mex. $4.9102
Gold Dollars: Bank buying rate,
@ 121¼=Tls 82.47
@ exch. 73.5=Mex. $112.31
Mex. Dollars Market Rate: 73.225
S'hai Gold Bars: 978 touch Tls. 205
Copper Cash ..... per tael 1847
Native Interest ..... Tls. .10

Latest London Quotations

Bar Silver ..... 56¾d.
Bank Rate of Discount 5%
Ex., Paris on London .. Fr. 31.13
Ex., New York on London T.T. G. $4.86

Exchange Closing Quotations

London ..... T.T. 5/6¼
London ..... Demand 5/6¼
India ..... Nom. T.T. 316¼
Paris ..... Nom. T.T. 831
Paris ..... Demand 834
New York ..... T.T. 121
New York ..... Demand 121¼
Hongkong ..... T.T. 64¼
Japan ..... Nom. T.T. 41¼
Batavia ..... T.T. 314¼
Singapore ..... T.T. 42¼

Bank Buying Rates

London ..... Demand 5/7¼
London .... 4 m/s. Cdts. 5/9
London .... 4 m/s. Docy. 5/9¼
London .... 6 m/s. Cdts. 5/9¼
London .... 6 m/s. Docy. 5/9¼
Paris ..... Nom. 4 m/s. 902
New York .. o/d. Docy. 122¼
New York ..... 4 m/s. 130¼

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 5,550 ..... =Tls. 100
Roubles 100 ..... =Mex. $2.25

CUSTOME HOUSE EXCHANGE RATES FOR AUGUST

Hk. Tls.	3.25 @	5/6¼		£1
,,	1 @	828 nom.	Fr.	9.22
,,	0.74 @	121¼	Gold	$1
,,	1 @	41¼	Yen.	2.68
,,	1 @	15	Rupees	4.62
,,	1 @	—	Roubles	—
,,	1 @	1.50	Mex.	$1.50

Stock Exchange Transactions

Shanghai, August 2, 1919.

TODAY'S QUOTATIONS

Official
New Engineering Tls. 26.75
Culty's Dairy Tls. 13.00
Anglo-Dutch Tls. 3.00
Kroewoeks Tls. 10.50

Unofficial
Shanghai Docks Tls. 126.00 Sept.

Shanghai Produce & Stock Exchange Transactions

Shanghai, August 2, 1919.

Business Done

Shanghai P. and S. Exchange
Tls. 21.40 Aug.
Tls. 22.00 Sept.

Local Yarn:
Water Moon 16/20's Tls. 204.10 October
Tls. 200.40 January

PARIS EXCHANGE

(*French Wireless To Reuter*)

Paris, August 1.—(Via Lyons and Koukaza).—Paris exchange:
Paris-London cheques .. 31.13
War Loans:
3 percent 61.05
4 percent 1917 .... 71.55
4 percent 1918 .... 71.10
5 percent 87.60

LONDON METAL MARKET

(*French Wireless To Reuter*)

Paris, August 1.—(Via Lyons and Koukaza).—London metal market (July 31):

Copper: New realisations were made. The market closed dull. Cash 102½, against 104½; Three months 102½, against 105½.

Electrolytic unchanged: 110 and 126.

Rubber: Closing price: Plantation crepe 1/11½.

Singapore Rubber Auction

Singapore, July 16 and 17.—Following were the prices realised at the Auction this week:

	Singapore per lb. Cents
Sheet:	
Smoked Fine Ribbed	@ 67/64
Smoked Good Ribbed	,, 64/59
Smoked Fine Plain	,, Nil
Smoked Good Plain	,, 58½/52
Unsmoked Fine Ribbed	,, Nil
Unsmoked Good Ribbed	,, Nil
Unsmoked Fine Plain	,, Nil
Unsmoked Good Plain	,, 51
Crepe:	
Fine Pale Thin	,, 67½/65½
Good Pale Thin	,, 65/54
Good Pale Blanket	,, 55
Fine Brown	,, 55½/51
(about 871 tons).	
Good Dark	,, 46/41
Barky	,, 41½/34½
Scrap:	
Virgin and Pressed	,, 40/30½
Loose	,, 45½/38
Sheet:	
Cupwashing	,, 52/45

Catalogued for Sale 1,951,957 lbs. (about 871 tons).

Sole 1,374,404 lbs. (about 614 tons).

During the past week the Rubber market has remained fairly steady. Our auctions started rather weak, but before long both manufacturers and dealers became interested.

Standard Ribbed Smoked Sheet sold freely from 67 to 64 cents per lb. Although the competition was rather keen, the top price shows a decline of 1 cent on the week.

The demand for Standard First Latex was considerably better this week. Very little was on offer. The price, however, kept steady compared with last week. A few lots packed in cases fetched 68 cents and one lot 68½ cents.

Off-grades of Ribbed Smoked Sheet were again in strong demand, the value being 1 cent below last week's.

Off-color Latex received more attention than usual and price remained unchanged.

Fine and Good Brown Crepes advanced on an average ½ to 1 cent.

Dark and Barky Crepes found buyers at last week's figures.

Only a few lots remained to be sold this morning, and prices were well maintained. 67 cents was again paid for Standard Sheet. No Standard Latex was on offer. There is still a good demand for ready goods, and the tendency of the market is steady.—Meyer and Measor.

Amusements

St. GEORGE'S GARDEN
Bubbling Well Road
TONIGHT
Open-Air Cinema Show
DOROTHY DALTON
in
"Chicken Casey"
A Thomas Ince's five parts production and a jolly fine picture
Pathe's Gazette and other new films

ISIS THEATRE
SUNDAY MATINEE
"MASTER SERIAL"
7th and 8th Episodes
and
COMEDIES
SUNDAY EVENING
TRIANGLE COMEDY-DRAMA
"HIS PICTURE IN THE PAPERS"
New Programme on Monday
"MASTER SERIAL"
9th and 10th Episodes.
and
CHAPLIN AND TRIANGLE COMEDIES
Two Shows Every Evening, Commencing from 7.30 to 11.30.
Admission for Summer Months.
Stall or Dress Circle ... 30 Cts.
Box Seat ..... 40 Cts.

AMUSEMENTS

APOLLO THEATRE TOMORROW August 4th, 5th and 6th
PEARL WHITE AND WARNER OLAND
PEARL WHITE AND WARNER OLAND
in the Pathe Supreme Serial
"THE LIGHTNING RAIDER"
"THE LIGHTNING RAIDER"
Episode 13: "The White Roses." Episode 14: "Cleared of Guilt."
The end draws near and events move fast. Now come the surprises.
Pathe's British and American Gazettes
"BEES IN HIS BONNET"
"BEES IN HIS BONNET"
a laughable Comedy Film you will like
Toinght, 9.15 p.m. Wm. Desmond in "Blood Will Tell"
Matinee, Today, 3.30 p.m. "The Lightning Raider" Episode 11th—"The Bars of Death" Episode 12th—"Hurled into Space"

Victoria Theatre
TONIGHT
PAULINE FREDERICK
IN
"SLEEPING FIRES"
A POWERFUL STORY OF MOTHER-LOVE AND SELF-SACRIFICE

OLYMPIC THEATRE
BANVARD'S
American Musical Comedy Co.
EXTENSION OF ENGAGEMENT
OWING TO TYPHOON
Tonight —— Tonight
"HELLO, HAWAII!"
Monday, August 4th
"OH, PAPA!"
Booking open Sunday at Theatre, 'Phone West 147. On Monday seats can be booked at Astor House where plans will be open owing to Moutrie's being closed.
Prices $3.00, $2.00 and $1.00

Do you know who is Long Tack Sam?

The Fashionable Rage
BOSTOCK'S Royal Italian Circus
Owing to Typhoon the Circus will not perform today at CHANG SU-HO GARDENS
The Circus will Reopen MONDAY, AUGUST 4th and following night AT THE LYCEUM THEATRE
MATINEES
Wednesday, Thursday, Friday and Saturday at 5.15 p.m.
The Circus is quite at home on the Theatre stage having played in all the principal Theatres in England for many years.
Patrons who reserved seats for Saturday or Sunday's performances are kindly requested to transfer their tickets for any other performance.
BOOKING OFFICES
Sunday: Astor House Hotel
Monday: Moutrie's

APOLLO THEATRE, THURSDAY NEXT, AUGUST 7th, 8th, 9th & 10th
GEORGE WALSH IN "THE BEAST"
A FIVE PART WM. FOX PRODUCTION.
A magnificent drama of life out on the ranch. A virile story of a bad man's reformation. Taken in the rugged scenery of the West.
STIRRING SCENES, GREAT ACTING, MAGNIFICENT PHOTOGRAPHY.
It is one of those great pictures one usually associates with Wm. Farnum—and it's real good.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Nagivation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on **Sunday, August 3**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Sunday, August 3**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co's Steamer **Tatung**, Captain C. C. Williams, will leave from the French Bund on **Sunday, August 3**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. **Hwahta**, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the Watung Wharf direct for the above ports on **Sunday, August 3**, at 3 p.m. Tender will leave from Customs Jetty at 2:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. **Kiangyu**, Captain W. Phillip, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, 2,868 tons, Captain Jackson will sail for the above-mentioned ports from Hunts Wharf on **Monday, August 4**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on **Monday, August 4**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Talee Maru**, Captain S. Hosokawa, will be despatched from N.Y.K. Mail Wharf on **Monday, August 4**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Wingsang**, 2,339 tons, Captain Christie, will sail for the above-mentioned ports from Hunts Wharf on **Tuesday, August 5**, about morning. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Suiyang Maru**, Capt. S. Kusakari will be despatched from the China Merchant's Central Wharf on **Tuesday, August 5**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Co.'s Steamer **Nanyang Maru**, Captain S. Takang, will be despatched from N.Y.K. Mail Wharf on **Wednesday, August 6**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Waishing**, 1,864 tons, Captain Tapsell, will sail for the above-mentioned ports from Hunts Wharf on **Wednesday, Aug. 6**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, 2,564 tons, Captain Gibb, will sail for the above-mentioned ports from Hunts Wharf on **Thursday, August 7**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, 3,770 tons, Captain Campbell, will sail for the above-mentioned ports from Hunts Wharf on **Friday, August 8**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Yohyang Maru**, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on **Friday, August 8**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

For Southern Ports

Ningpo:—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R., will leave from the French Bund on **Monday, August 4**, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from the French Bund on **Tuesday, August 5**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HONGKONG & CANTON.—The Str. **Hsintah**, Captain J. Glen, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on **Tuesday**, afternoon at 4 p.m. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Tuesday, August 5**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight. Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Koboku Maru**, Captain M. Tsukaki, will be despatched from the Co.'s Yangtszepoo Wharf on **Tuesday, August 5**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

HONGKONG.—The Str. **Canada Maru**, Captain T. Nemoto, will be despatched from the Co.'s Yangtszepoo Wharf on **August 19**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 1234 & 4235.

For Northern Ports

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Captain Northcombe, will leave from the French Bund on **Monday, August 4**, at 3 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Te. No. 401.

TIENTSIN & DAIREN via TSINGTAU.—The Steamer **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **Monday, August 4**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

TSINGTAO.—The China Navigation Co's Steamer **Yingchow**, Cap. E. B. Simons, will leave from the French Bund, on **Tuesday, August 5**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

CHEFOO & NEWCHWANG.—The Str. **Tonnan**, Captain C. Taylor, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

TIENTSIN DIRECT.—The K.M.A. Str. **Kwangping**, will despatch on **Aug. 7**. For Freight or Passage, apply to Agent, No. 1, Jinkee Road, Tel. Central 1115.

For Foreign Ports

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Amazon Maru**, Captain A. Kobayashi, will be despatched from the Co.'s No. 9 Buoy on **August 8**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamanoto, will be despatched on **Saturday, August 23**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Altai Maru**, Captain T. Fuchigami, will be despatched from the Co.'s No. 9 Buoy on **August 24**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, AUGUST 3, 1919

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Hongkong and Canton	Tean	13.00	..	..	..	..	12.30
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Kitano Maru	14.00	..	..	..	..	13.30
Japan Ports	Simbirsk	14.00	..	..	..	..	13.30
Tomorrow.							
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Amoy, Hongkong & Canton	Sunning	22.00	..	..	..	..	22.00
Amoy and Hongkong	do	..	17.00	..	..	..	..
Weihaiwei and Chefoo	Shuntien	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	do	..	13.30	..	..	..	..
Chefoo	Toonan	22.00	..	..	..	..	22.00
Swatow, Hongkong & Canton	Chenan	22.00	..	..	..	..	22.00
Swatow, Hongkong & Canton	Tungshing	22.00	..	..	..	..	22.00
Swatow and Hongkong	Tungshing	..	17.00	..	..	..	..
Swatow and Hongkong	Chenan	..	17.00	..	..	..	..
Hongkong and Canton	Hsintah	22.00	..	..	..	..	22.00
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, August 5.							
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Weihaiwei, Chefoo & Tientsin	Kingsing	10.00	..	..	..	..	9.30
Japan & America	do	..	10.00	..	..	..	..
Java Ports	Omi Maru	19.30	..	..	..	..	19.00
Japan Ports	Tjikini	16.00	..	..	..	..	15.30
Friday, August 8.	Omi Maru	..	17.00	..	..	..	..
N'saki, Kobe, Y'hama, Canada, USA & Europe, via Canada	E. of Asia	..	17.00	..	..	..	17.00

† Parcels only.

B Letters and boxes with declared value 7.30; parcel post 5 p.m.

E Registered articles 5 p.m. on previous day.

and money orders 4 p.m.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Departures

Date		For	Ship's Name	Flag	Agents
Aug.	2	— River ports	Loongwo	Br.	J.M. & Co.
Aug.	2	— River ports	Tafoo Maru	Jap.	N.K.K.
Aug.	2	— Tsingtau	Mikuni Maru	Jap.	M. T. Co.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	———		Snipe	Br. gun-boat
O D W	———		Nightingale	Br. gun-boat
S N B	June 19		Kinsha	Br. gun-boat
O D W	July 15		Woodlark	Br. gun-boat
P. & O. B. I.	———		Nowaki	Jap destroyer
S P	July 26		Monocacy	Am. gun-boat
I C	July 30		Albany	Am. cruiser

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers **Wuchang and Chungking** are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-23 French Bund.

Freight: Telephone Central 77,
Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
*S.S. West Conab	Aug. —	*S.S. West Vaca	Aug. —
S.S. Colombia	Aug. 16	S.S. Venezuela	Aug. 23
*S.S. West Vaca	Sept. —	*S.S. West Sequana	Sept. —
S.S. Venezuela	Sept. 13	S.S. Ecuador	Sept. 20

*Cargo only

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo	For San Francisco via Honolulu
S.S. Colusa	S.S. Santa Cruz

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

S.S. METHVEN

Will leave Shanghai on or about August 8th
FOR SINGAPORE DIRECT
For bills of lading, freight rates, etc., apply to
P. A. COX, Agent,
Cor. Peking and Yuenmingyuen Roads, Shanghai
Tel. Central 181

Launch Services

TOMORROW

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 9 p.m.

The tender conveying passengers on board the C.N. s.s. Tean will leave the Customs Jetty at 2:30 p.m.

Monday, August 24, 1919

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Andre Labon will leave the M.M. Jetty (French Bund) at 1 a.m.

Siccawei Weather Report

1.—Very equally weather all along the coast of China from the estuary of the Yangtsze to the Indo-Chinese peninsula. The typhoon of the Eastern sea comes very near to the Saddles. The cyclone of the China sea advances towards the Formosan Channel.

2.—Heavy squalls during the whole night and the morning.

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave.
*AMAZON MARU	18,000	A. Kobayashi,	Aug. 5	Aug. 8
*ALTAI MARU	18,000	D. Fuchigami,	Aug. 20	Aug. 24

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
AFRICA MARU	18,000	H. Yamamoto,	Aug. 22	Aug. 23

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Nemoto,	Aug. 18	Aug. 19

FOR NORTH CHINA PORTS (Tsingtau, Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	J. Fukamo,	Aug. 2	Aug. 4

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	Aug. 3	Aug. 5

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. Central 4234 and 4235.

T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

TENYO MARU	Oct. 6, 1919
SHINYO MARU	Oct. 31

FOR HONGKONG

TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Launary, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation betweenNagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings,
Telephone No. 3229. Entrance 71 Szechuen Road.

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,300 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU.

*S.S. "NANKING"	AUGUST 22nd
S.S. "CHINA"	SEP. 14th

*S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT

S.S. "NANKING"	AUGUST 7th
S.S. "CHINA"	AUGUST 31ts

For further information regarding passenger fares, sailings, freight rates, etc., apply to

CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
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SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said and England:

	Tons		
INABA MARU	12,500	Capt. U. Tanaka,	Aug. 18
KAMO MARU	16,000	Capt. M. Makamara,	Sept. 1

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KASHIMA MARU	19,000	Capt. M. Machida,	Sept. 1

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. I. Nakajima,	Aug. 10
CHIKUGO MARU	5,500	Capt. Y. Yoshida,	Aug. 12
KASUGA MARU	7,000	Capt. T. Sekine,	Aug. 19

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. H. Yamamoto,	Aug. 6
KUMANO MARU	9,500	Capt. S. Saito,	Aug. 9
TAKESHIMA MARU	4,500	Capt. R. Arakida	Aug. 13
YAWATA MARU	7,000	Capt. H. Nojiri,	Aug. 15

FOR JAPAN

IYO MARU	12,500	Capt. K. Asakawa,	Aug. 10

FOR HONGKONG

KASHIMA MARU	19,000	Capt. M. Naduda,	Aug. 8

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Aug. 31

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

AKI MARU	12,500	Capt. F. C. Cope,	August 20
TANGO MARU	14,000	Capt. M. Nishimura,	Sept. 24
NIKKO MARU	10,000	Capt. G. Yamazaki.	Oct. 22

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.	
20.35	8.35		0	dep.	Peking	arr.	19.50	
23.45	11.12			arr.	Tientsin-Central	dep.	17.00	
23.50	11.17		84	dep.	Tientsin-Central	arr.	16.53	
24.00	11.25			arr.	Tientsin-East	dep.	16.45	
19.35			524	arr.	Mukden	dep.		

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr.	Tientsin-Central	dep.	16.55	15.35	20.05
7.25	10.15	11.55		dep.	Tientsin-Central	arr.	16.31	15.20	19.45
13.02	16.00	15.30	78	dep.	Tsangchow	dep.	13.05	11.28	15.28
16.40	19.20	18.08	148	dep.	Techow	dep.	10.39	8.47	11.56
19.57	22.12	20.21	—	arr.	Tsinanfu	dep.	8.06	6.00	8.30
7.	:		220		:				8.
6.00	22.25	20.31	—	dep.	Tsinanfu	arr.	7.56	5.40	19.02
3.27	1.00	22.31	266	dep.	Tsinanfu	dep.	6.01	3.25	16.24
12.27	3.47	0.38		dep.	Yenchowfu	dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep.	Yenchowfu	arr.	3.39	0.02	12.38
16.30	6.55	3.16	377	dep.	Linchang	dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr.	Hsuchowfu	dep.	23.36	19.20	6.30
9.	:		420		:				10.
5.40	9.00	4 57	—	dep.	Hsuchowfu	arr.	23.29	19.00	20.50
11.26	13.02	8.33	522	arr.	Pengpu	dep.	19.53	14.55	15.20
11.51	13.20	8.40		dep.	Pengpu	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep.	Chuchow	dep.	16.48	10.50	8.27
20.08	18.55	13.00	681	arr.	Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line			Exp.	N. Exp.
23.00	14.20	0		dep.	Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193		arr.	Shanghai-North	dep.	7.55	23.00

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Lincheng a.	6.28	15.50	21.00
14.83	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before **5 p.m. on Friday**

Hongkong Share Market

Messrs. Moxon and Taylor write as follows in their report dated July 25:

Business has been very active during the period under review. The outstanding feature of the week has been the rapid and determined rise in Indo-China shares.

In Shanghai, matters appear to be very quiet. The market is having a rest. Shanghai Docks have announced their long expected final dividend as Tls. 9 making Tls. 14 for the year, apparently this declaration has not met with great favor in the North. The shares have suffered a severe slump as detailed below.

Banks.—Hongkong Banks. Business has been done at $735 during the week in spite of the advance in Sterling Exchange; at the close there are buyers at $700.

Marine Insurances.—Cantons are neglected at $435. North Chinas are wanted at Tls. 220. Unions are quiet but still very firm at $260 at which price shares have changed hands. Yangtszes are wanted at Tls. 255.

Fire Insurances.—China Fires at $138½ are nominal. Hongkong Fires are wanted at $340.

Shipping.—Douglases might be placed at $96. Steamboats have declared an Interim Dividend of $1 and have improved to a buying quotation of $24¾. Deferred Indos have spurted to $171 for cash. A large business have been done cash and forward on the rise. London quotes £38 10s. Star Ferries are wanted at $34½. Shells are quoted locally at 210/— ex dividend and cum rights.

Refineries.—China Sugars have halted probably in view of the approaching July Settlement on the 29th and a few shares have been done at $184 cash, but market closes firm, Malabons are very strong at $42.

Oils and Mining.—Raubs have eased off to $2.10 again. Ural Caspians are wanted at 52/6. Tronohs at 44/6 are in request. Kailans could be placed at 60/—. Langkats have buyers at Tls. 20. Anglo Egyptian "B" at £5. 17. 6.

Docks, Wharves and Godowns. Kowloon Wharves have improved to a buying rate of $96 after a considerable business done at intervening rates and $99 for September. Hongkew Wharves are about Tls. 100 in the North. Hongkong Docks have been the medium of a very large business and at the close, the market is firm with buyers at $169 for cash and $171½ for September. Shanghai Docks have been forced down to Tls. 132 for cash and Tls. 137 for September. New Engineerings are quiet at Tls. 27.

Lands, Hotels and Buildings.—Centrals are wanted at $113½. Hongkong Lands could be placed at $125. Humphreys after sales at $8.30 are still wanted. Hotels at $125 have buyers. Kowloon Lands are wanted at $47. Reclamations are nominal at $175. West Points at $95 have buyers.

Electric Companies. — Hongkong Electrics have strengthened to $77½ at which price, buyers prevail. China Lights have improved to a buying rate of $5.80 for the old and $1.80 for the new. Hongkong Trams are wanted at $8.60.

Miscellaneous.—China Borneos are firm at $13. Dairy Farms at $28¾ could be placed and Ropes at $32. Providents are wanted at $8½. Cements at $8.20 are in demand. Powells are strong at $12. Waterboats have improved to a buying rate of $14. Steam Laundries are quiet but steady at $3¾. Watsons are wanted at $5.35.

Rubbers.—Linggis are quoted in London at £3 5s. cum all.

Rubber Outputs

	May	June
Alma	32,000	30,000
Amherst	2,334	1,296
Anglo-Dutch	72,000	67,000
Anglo-Java	208,000	212,000
Ayer Tawah	26,133	26,286
Batu Anam	25,603	26,218
Bukit Toh-Alang	14,236	14,569
Bute	20,900	18,950
Chempedak	11,500	14,000
Chemor	20,800	22,534
Cheng	18,265	17,110
Consolidated	54,509	59,635
Dominion	38,933	42,309
Gula Kalumpong	125,000	129,000
Java Consolidated	79,000	73,000
Kamunting	22,539	22,244
Kapala	12,527	11,150
Kapayang	—	—
Karan	11,700	10,770
Kota Bahroe	34,225	33,968
Kroewoek	44,000	40,000
Langkat	66,290	64,482
Padang	25,000	26,500
Permata	7,479	6,005
Pengkalan	9,817	—
Repah	21,000	20,000
Samagaga	23,000	28,250
Semambu	14,641	15,482
See Kee	—	—
Senawang	31,650	31,233
Shanghai-Malay	—	—
Shanghai-Kelantan	14,000	15,500
Shanghai-Seremban	14,384	13,900
Shanghai-Pahang	16,985	19,018
Shanghai-Sumatra	63,040	67,150
Shanghai-Klebang	12,784	15,822
Sua Manggis	—	—
Sungala	9,054	9,307
Sungei Duri	23,723	26,156
Taiping	13,010	12,300
Tanah Merah	34,600	27,000
Tebong	80,000	83,000
Ulobri	4,627	4,847
Ziangbe	84,000	76,030

Share Market

In their report dated July 31, Messrs. J. P. Bissel and Co. write as follows:

The local share market exhibits no change from last week. The present conditions of tight money and high exchange combine to produce a stale of dullness and inactivity. Cottons remain steady. Rubber quotations show little or no change.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug.	9 —	Vancouver	E. of Asia	Br.	C.P.O.S.
Aug.	10 —	Seattle, etc.	Suwa Maru	Jap.	N.Y.K.
Aug.	12 —	Vancouver	Melville Dollar	Br.	R. D. & Co.
Aug.	16 —	San Francisco	Colombia	Am.	P.M.S.S. Co.
Aug.	17 —	Vancouver	Monteagle	Br.	C.P.O.S.
Aug.	22 —	San Francisco	Nanking	Am.	C.M.S.S. Co.
Aug.	22 —	Vancouver	E. of Japan	Br.	C.P.O.S.
Aug.	23 —	Tacoma, etc.	Africa Maru	Jap.	O. S. K.
Aug.	24 —	Seattle	Western Knight	Am.	R. D. Co.
Aug.	28 —	San Francisco	Tancred	Am.	R. D. Co.
Aug.	30 —	Seattle	Eldridge	Am.	R. D. Co.
Aug.	— —	San Francisco	West Conab	Am.	P.M.S.S. Co.
Sept.	1 —	Seattle, etc.	Kashima Maru	Jap.	N.Y.K.
Sep.	6 —	Vancouver	E. of Russia	Br.	C.P.O.S.
Sep.	13 —	San Francisco	[illegible]		
Sept.	14 —	San Francisco	[illegible]		
Sep.	17 —	Vancouver	[illegible]		
Sep.	— —	San Francisco	[illegible]		
Oct.	4 —	Vancouver	[illegible]		
Oco.	6 —	San Francisco	[illegible]		
Oct.	31 —	San Francisco	[illegible]		

FOR JAPA[illegible]

Aug.	3 —	Moji, Kobe Osaka	[illegible]		
Aug.	6 —	Moji, Kobe & Osaka	[illegible]		
Aug.	9 —	Moji, Kobe & Osaka	[illegible]		
Aug.	9 —	N'saki, Kobe, Y'hama	[illegible]		
Aug.	10 —	Kobe	[illegible]		
Aug.	12 —	N'saki, Kobe, Y'hama	[illegible]		
Aug.	13 —	Moji, Kobe & Osaka	[illegible]		

FOR EUROPE IND[illegible]

	— —	London	[illegible]		
Aug.	3 —	London, etc.	[illegible]		
Aug.	4 —	London	[illegible]		
Aug.	4 —	London	[illegible]		
Aug.	4 —	Liverpool	[illegible]		
Aug.	8 —	London	[illegible]		
Aug.	8 —	Singapore	[illegible]		
Aug.	14 —	London, etc.	[illegible]		
Aug.	18 —	London	[illegible]		
Aug.	21 —	London, etc.	[illegible]		
Aug.	22 —	London	[illegible]		
Aug.	24 —	London	[illegible]		
Aug.	24 —	London	[illegible]		O. S. K.
Aug.	24 —	London	[illegible]	Br.	B. & S.
Aug.	28 —	London, etc.	[illegible]	Br.	B. & S.
Sep.	4 —	Liverpool	[illegible]	Br.	B. & S.
Sep.	11 —	Liverpool	Antiochus	Br.	B. & S.
Sep.	11 —	London, etc.	Elpenor	Br.	B. & S.
Sep.	25 —	London, etc.	Laomedon	Br.	B. & S.

FOR SOUTHERN PORTS

Aug.	2 3.00	Hongkong & Canton	Tean	Br.	B. & S.
Aug.	3	D.L. S'tow, H'kong, C'ton	Tungshing	Br.	J.M. & Co.
Aug.	4 5.30	Ningpo	Hsin Peking	Br.	B. & S.
Aug.	4 4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Aug.	4 —	Hongkong	Monteagle	Br.	C.P.O.S.
Aug.	5	D.L. Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
Aug.	5 4.00	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Aug.	5	D.L. S'tow, H'kong, C'ton	Chenan	Br.	B. & S.
Aug.	5 —	Hongkong & Canton	Hsintah	Chi.	C.M.S.N. Co.
Aug.	7 —	Hongkong	Nanking	Am.	C.M.S.S. Co.
Aug.	12 —	Hongkong	E. of Japan	Br.	C.P.O.S.

FOR NORTHERN PORTS

———	—	Antung	Kweilin	Br.	B. & S.
———	—	Dairen	Kobe Maru	Jap.	S.M.R.
Aug.	4 3.00	W'wei, C'foo, T'sin	Shuntien	Br.	B. & S.
Aug.	4 —	T'tau, T'sin, Dalny	Keelung M.	Jap.	O. S. K.
Aug.	5	D.L. Tsingtau	Yingchow	Br.	B. & S.
Aug.	5 6.00*	Tsingtau & Dairen	Sakaki Maru	Jap.	S.M.R.
Aug.	5 —	Chefoo & Newchwang	Toonan	Chi.	C.M.S.N. Co.
Aug.	7 —	Tientsin	Kwangping	Br.	K.M.A.
Aug.		W'wei, C'foo, T'sin	Shengking	Br.	B. & S.

FOR RIVER PORTS

Aug.	3	D.L. Hankow, etc.	Chungking	Br.	B. & S.
Aug.	3	M.N. Hankow, etc.	Tatung	Br.	B. & S.
Aug.	3	— Hankow	Siangtan	Br.	B. & S.
Aug.	3	M.N. Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Aug.	3	D.L. Hankow, etc.	Wuchang	Br.	B. & S.
Aug.	4	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Aug.	4	M.N. Hankow, etc.	Luenho	Br.	B. & S.
Aug.	4	M.N. Hankow, etc.	Talee Maru	Jap.	N. K. K.
Aug.	4	M.N. Hankow, etc.	Luenyi	Br.	B. & S.
Aug.	5	M.N. Hankow, etc.	Hsinfung	Chi.	C.M.S.N. Co.
Aug.	5	D.L. Wuhu/Swatow	Hoihow	Br.	B. & S.
Aug.	5	M.N. Hankow, etc.	Wingsang	Br.	J. M. & Co.
Aug.	5	M.N. Hankow, etc.	Sulyang Maru	Jap.	N. K. K.
Aug.	6	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Aug.	6	M.N. Hankow, etc.	Waishing	Br.	J.M. & Co.
Aug.	7	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Aug.	7	M.N. Hankow, etc.	Kutwo	Br.	J. M. & Co
Aug.	8	M.N. Hankow, etc.	Tuckwo	Br.	J.M. & Co.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag	Agents
May 12	— San Francisco	Korsnaes	Am.	
May 23	— San Francisco	Wergeland	Am.	S. & Dix.
June 17	— Cruise	Pacific	Dan.	G. N. T. Co.
June 21	— Japan	Taito Maru	Jap.	
		Ralph Moller	Br.	M. & Co.
July 3	—	Hwahsin ..	Chi.	
July 9	— Hankow	Meian	Am.	Socony.
July 11	— Hongkong	Hwahkuei	Chi	B. & S.
July 16		Taishin Maru	Jap.	
July 17	— Tientsin	Tydeus	Br.	B. & S.
July 20	— River Ports	Kiangwo	Br.	J.M. & Co.
July 23	— Cruise	Liuhsing	Chi.	Customs
July 24	— Chinwangtao	Patriot	Br.	K.M.A.
July 24	— Japan	Hanamet	Am.	P.M.S.S. Co.
July 25	— Antung	Kweilin	Br.	B. & S.
July 28	— Chefoo	Hsintah	Chi.	C.M.S.N. Co.
July 28	—	Luceric		
July 28	—	Tenri Maru	Jap.	
July 28	— River Ports	Chungking	Br.	B. & S.
July 28	—	Lindsay Moller	Br.	M. & Co.
July 29	— Hongkong	Dacre Castle	Br.	D. & Co.
July 29	— Tientsin, ports	Shuntien	Br.	B. & S.
July 29	— Japan	Pembrokeshire	Br.	G. L. E. A.
July 30	— Japan	Neleus	Br.	B. & S.
July 30	— Cruise	Chuentiao	Chi.	Customs
July 31	— Vladivostok	Simbirsk	Rus.	R. V. F.
July 31	— Tientsin, ports	Kingsing	Br.	J. M. & Co.
July 31	— Hongkong	Tungshing	Br.	J. M. & Co.
July 31	— Japan	Yawata Maru	Jap.	N. Y. K.
July 31	— River ports	Tehhsing	Chi.	H.O.S.S. Co.
July 31	— Hankow	Tseangtah	Br.	C.I.&E.L. Co.
July 31	— Japan	Kansas	Br.	J. M. & Co,
Aug. 1	— Japan	Paling Maru	Jap.	N.Y.K.
Aug. 1	— Dairen	Kobe Maru	Jap.	S.M.R.
Aug. 1	— London	Nagoya	Br.	P.&O.S.N. Co.
Aug. 1	— River ports	Hwahta	Chi.	C.M.S.N. Co.
Aug. 1	— River ports	Luenyi	Br.	B. & S.
Aug. 1	— River ports	Nanyang Maru	Jap.	N. K. K.
Aug. 1	—	Tikai Maru	Jap.	
Aug. 1	— Tsingtau	Chenan	Br.	B. & S.

Sailed from Shanghai

For San Franrisco		
China	July	5
Satanta	July	5
Ecuador	July	19
Uncas	July	24
West Sequana	July	24
Stanley Dollar	July	28
For Tacoma		
Arabia Maru	July	23
For Seattle		
Justin	July	6
Javary	July	20
Katori Maru	July	22
West Munham	July	29
For Vancouver		
Empress of Russia	July	12
Bessie Dollar	July	25
For New York		
Eurybates	June	14
Egremont Castle	June	28
Eurysdes	July	24
Muncaster Castle	July	28
For London, etc.		
Rhesus	June	10
Andes Maru	June	22
Idomeneus	June	26
Glenamoy	June	27
Glenapp	June	29
Tamba Maru	July	1
Penang Maru	July	7
Priam	July	12
Mishima Maru	July	13
Sado Maru	July	21
Meichu Maru	July	30
For Liverpool		
Teucer	June	26
Tosa Maru	July	28
Awa Maru	Aug.	1
For Marseilles		
Suiki Maru	June	25
Nera	July	16?
Liverpool Maru	July	24
Saratov	Aug.	1
For Port Said		
Ryufuku Maru	June	27
For Calcutta via Japan		
Japan	July	4
For Bombay		
Dunera	July	5
Dilwara	July	23

Shipping Items

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Thursday.

The I.-C. s.s. Waishing left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The M.M. s.s. Andre Lebon will sail for Marseilles via Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti and Port Said on Monday, August 25. The tender Whangpoo with passengers and mails will leave the French Mail Jetty at nine o'clock the same morning.

The H.O. s.s. Changon left Hankow for Shanghai on Thursday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The N.K.K. s.s. Yohyang Maru will leave Hankow for Shanghai today.

The K.M.A. s.s. Kwanping left Chinwangtao for Shanghai on Thursday.

The P. and O. s.s. Neuralia, which left Shanghai on May 24, arrived in London on July 8.

The P. and O. s.s. Nagoya, which arrived in Shanghai from London on July day, will sail for Japan ports on Monday.

The M.M. s.s. Arratoon Apcar, from Calcutta, is expected to leave Singapore for Hongkong and Shanghai today and is due here on August 14.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangfoo will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Siangyang Maru will leave Hankow for Shanghai on Tuesday.

The C.P.O.S. s.s. Monteagle, which was due in Shanghai last Friday, has been detained 75 miles from Woosung. It will sail up the river and dock at the Hongkew Wharf when the weather permits.

The R.V.F. s.s. Simbirsk, which was to sail for Vladivostok and Nagasaki yesterday afternoon, has been delayed.

The S.M.R. s.s. Kobe Maru, which was to sail for Dairen yesterday afternoon, has been delayed.

Ten vessels were held up at Woosung because of the typhoon and will proceed to their destinations as soon as the weather permits. They are: The Tancred for Manila, the Saratov for Marseilles, the Haean for Foochow, the Taishun for Hongkong and Canton, the Kiangping for Chinwangtao, the Rotorua for Nanking, the Talei Maru for Wakamatsu, the Mikuni Maru for Tsingtau, the Fukuri Maru for Japan and the Buyo Maru.

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on July 29, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	none
Cod	"	14-16
Mandarin	"	40-50
Mackerel	"	20-25
Pemfret	"	16-18
Salmon	"	16-20
Samli	"	none
Soles	"	16-18
Game, Poultry And Eggs		
Deer	each	none
Duck	"	50-80
Eggs	per doz.	17-20
Fowl	per lb.	20-22
Geese	each	60-90
Pigeons	"	16-18
Quail	"	none
Snipe	"	none
Teal	"	none
Turkey	per lb.	45-50
Fruit		
Apricots	per lb.	none
Apples	"	8-12
Bananas	"	5-6
Lemons	each	6-8
Lichees	per lb.	none
Mangoes	each	none
Oranges	per doz.	$1.20
Peaches	per lb.	10-15
Pears	"	8-10
Persimmons	"	none
Peeboes	"	none
Pumeloes	each	15-20
Pineapples	"	8-10
Strawberries	per lb	none
Walnuts	"	6-8
Vegetables		
Artichokes	each	none
Asparagus	per doz.	20-30
Broad Beans	per lb.	5-6
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	4-8
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	2-3
Egg Plant	per lb.	4-5
French Beans	"	5-6
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	"	3-4
Parsnips	per bunch	3-4
Peas	per lb.	none
Potatoes	per picul	$1.80-$2.00
Radishes	per bunch	1-2
Spinach	per lb.	6-8
Tomatoes	"	4-5
Turnips	per bunch	2-3
Grain And Flour		
Flour American	per 50 lbs.	—
Flour Australian	"	$4.20
Flour Shanghai	"	$2.50
Rice	per 200 lbs.	$8.20
Milk		
Foreign dairies	per bottle	20
Chinese dairies	"	17
Fodder		
Barley	per 114 lbs.	$2.60
Bran	"	$2.25
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	per ton	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER,
Chief Inspector.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$635
Chartered	$80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$485
North China	$220
Union of Canton	Tls. 157½
Yangtsze	Tls. 280 B.
Far Eastern Ins. Co., Ltd.	$24 S.
Fire Insurances	
China Fire	$138
Hongkong Fire	$340 B.
Shipping	
Ind.-China Def.	$158
Indo-China Pref.	
"Shell"	210/— C.R.
Shanghai Tug (o)	Tls. 36 B.
Shanghai Tug (f)	Tls. 36 B.
Mining	
Kaiping	Tls. 13 B.
Oriental Cons	21/—
Raub	$2.10 B.
Docks	
Hongkong Dock	$170 B.
Shanghai Dock	Tls. 121
New Eng. Works	Tls. 26½ B.
Wharves	
Shanghai Wharf	Tls. 90 B.
Hongkong Wharf	Tls. 98 B.
Lands and Hotels	
Anglo-French Land	Tls. 76
China Land	[illegible]
Shanghai Land	Tls. 67
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	Tls. 18
China Realty (ord.)	[illegible]
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 310 B.
E-wo Pref	Tls. 86 B.
Laou-kung-mow	Tls. 205 B.
Oriental	Tls. 107½
Shanghai Cotton	Tls. 214
Kungyik	Tls. 28 B.
Yangtszepoo	Tls. 15½ B.
Yangtszepoo Pref.	Tls. 83
Industrials	
Butler Tiles	Tls. 25
China Sugar	$183 B.
Green Island	$8.20 B.
Langkats	Tls. 19½ CNI
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 105 B.
Stores	
Hall and Holtz	$12½ B.
Llewellyn	$30
Lane, Crawford	Tls. 88
Moutrie	$32
Watson	$5.35 B.
Weeks	$11½
Rubbers (Local)	
Alma	Tls. 8
Amherst	Tls. 0.50
Anglo-Java	Tls. 8 B.
Anglo-Dutch	Tls. 3 B.
Ayer Tawah	Tls. 22 B.
Batu Anam 1918	Tls. 0.75 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.65 B.
Chemor United	Tls. 0.90
Chempedak	Tls. 7½
Cheng	Tls. 1.90
Consolidated	Tls. 2½ B.
Dominion	Tls. 6 B.
Gula Kalumpong	Tls. 5 B.
Java Consolidated	Tls. 13
Kamunting	Tls. 3½ B.
Kapala	Tls. 0.60
Kapayang	Tls. 15½
Karan	Tls. 8.10
Kota Bahroe	Tls. 4½ B.
Kroewoek Java	Tls. 10½ B.
Padang	Tls. 8.80
Pengkalan Durian	Tls. 4
Permata	Tls. 2½
Repah	Tls. 0.82½ B.
Samagaga	Tls. 0.70 B.
Seekee	Tls. 0.70 B.
Semambu	Tls. 0.85 B.
Senawang	Tls. 8
Shanghai Klebang	Tls. 0.50
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8
Shanghai Pahang	Tls. 0.75 B.
Sungala	Tls. 0.60 B.
Sungei Duri	Tls. 8½
Sua Manggis	Tls. 3 B.
S'hai Kalantan	Tls. 0.50
Shanghai Seremban	Tls. 0.85
Taiping	Tls. 1
Tanah Merah	Tls. 0.65 B.
Tebong	Tls. 14½
Ulobri	Tls. 2½
Ziangbe	Tls. 4 B.
Miscellaneous	
C. I and E. Lumber	Tls. 350 S.
Culty Dairy	Tls. 13 B.
S'hai Elec. and Asb.	$2
Shanghai Trams	Tls. 78½
Shanghai Gas	Tls. 21½
Horse Bazaar	Tls. 13
Shanghai Mercury	Tls. 25
Shanghai Telephone	Tls. 75
S'hai Waterworks	Tls. 163½

S. Sellers. Sa. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:
Per R.M. s.s. E. of Asia ..Aug. 9

For Japan
Per N.Y.K. s.s. Omi Maru Aug. 5

MAILS DUE

From U.S. and Canada
Per R.M. s.s. Monteagle ..Aug. 3
Per C.M. s.s. Nanking ....Aug. 7

Business and Official - - - Notices - - -

ESTABLISHED 1874

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

MONDAY NEXT, August 4th.—At 2.30 p.m. **Shop Fixtures and Furniture,** including one Double Door Safe 4ft x 6ft x 2ft. 4ins., Property of Sing Fat & Co., 43A Kiangse Road, by order of The Mixed Court.

TUESDAY NEXT, August 5th.—Front Salesrooms, 10 a.m., **Household Furniture and Sundries.**

WEDNESDAY NEXT, August 6th.—Godown behind Salesrooms, Sundry Cargo, 2.30 p.m.

MONDAY, August 18th.—At 17 Route des Soeurs, **Superior Household Furniture and Requisites** belonging to J. H. de Reus, Esq., Consul-General for The Netherlands, at 10 a.m. and 2.30 p.m.

Special Notice To Mariners

No. 537

China Sea

Chinkiang District

Yangtsze River—Kiushan Point (Round) Channel

Shoal Water Reported

NOTICE is hereby given that a vessel of 26 feet draft grounded at half-tide in the Kiushan Point (Round) Channel, Yangtsze River, in a position from which Bend Beacon was bearing N. 34° E., magnetic, distant 1.5 miles. This vessel, in refloating, found the deep water channel northward of her position of grounding, which shows that the Cooper Bank has extended northward in this vicinity.

Steps are being taken to have the locality resounded so soon as opportunity permits.

T. J. ELDRIDGE,
Coast Inspector

Coast Inspector's Office,
Shanghai, 2nd August, 1919.

24779

NOTICE OF REMOVAL

K. H. SCHEN & CO. have removed their offices to No. 56 Kiangse Road—corner of Peking and Kiangse Roads.

24734

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 2 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 346 5 Peking Road.

TEXACO PRODUCTS

Lubricating Oils, Cup Greases, Motor Oils, Liquid Wax Dressing, Asphalt Paints and Specialities.

Distributed By
Liengyi Mercantile Company
Soochow & Szechuen Roads.

24785

AMERICAN PRODUCTS
Just Arrived

Sewing Machine Needles per doz., $0.40. Sewing Machine Oils per doz. bottles $0.12.

For sale by
Liengyi Mercantile Company
Soochow & Szechuen Roads.

24785

LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissues and effects a permanent cure.

To be obtained from local agent
Shanghai Dispensary
24 Foochow Road, Shanghai

Sole Proprietors:
LOMBIO COMPANY,
15, New St. Bishopsgate, London, E.C.

New stock has now arrived

NOTICE

The China Garage Company have purchased from the Klauber Trading Corporation their stock of Motor Cars, Trucks, Cycles and Accessories now at No. 21 Foochow Road, and will from the 1st August, 1919, carry on the business of a Garage and Motor Engineers at that address.

Mr. P. H. Neubourg has been appointed Manager of the firm.

THE CHINA GARAGE CO.

24761

NOTICE

We have sold our whole stock of Motor Cars, Trucks, Cycles and Accessories at our premises No. 21 Foochow Road to The China Garage Company, who will from this day occupy these premises.

THE KLAUBER TRADING CORPORATION.

Dated 1st August, 1919.

24761

Amusement Advertising will be found on Page 25

[redacted]

A Good Lunch
nicely and quickly served at
SULLIVANS CANDY STORE
11.30 until 2 p.m.
(excepting Sunday)

Municipal Notification

No. 2637.

Debenture Certificates

NOTICE is hereby given that Debentures in the 7 per cent Municipal Loan of 1919 are issued subject to the following conditions which appear endorsed upon the Debenture Certificates:—

1.—A Register of the Debentures will be kept at the Finance Department of the Council at Shanghai wherein there will be entered the names, addresses and descriptions of the registered holders and particulars of the debentures held by them respectively.

2.—The registered holder will be regarded as exclusively entitled to the benefit of this debenture, and all persons may act accordingly, and the Council shall not be bound to enter in the Register notice of any trust or to recognize any right in any other person save as herein provided.

3.—Every transfer of this debenture must be in writing under the hand of the registered holder or his legal personal representative. The transfer must be delivered at the Finance Department of the Council with such evidence of identity or title as the Council may reasonably require, and thereupon the transfer will be registered.

4.—In the case of joint registered holders the principal moneys and interest hereby secured shall be deemed to be owing to them upon a joint account.

5.—No transfer will be registered during a period not exceeding twenty days immediately preceding each of the days by this debenture fixed for payment of interest.

6.—The principal moneys and interest hereby secured will be paid without regard to any equities between the Council and the original or any intermediate holder hereof and the receipt of the registered holder for such principal moneys and interest shall be a good discharge to the Council.

7.—The principal moneys and interest hereby secured will be paid at the Shanghai Office of the Council's Bankers or at the Finance Department of the Council.

8.—A notice may be served by the Council upon the holder of this debenture by sending it through the post in a prepaid letter addressed to such person at his registered address: any change in such address must be notified in writing to the Finance Department of the Council.

9.—Any notice served by post shall be deemed to have been served at the expiration of twenty-four hours after it is posted and in proving such service it shall be sufficient to prove that the letter containing the notice was properly addressed and put into the Post Office.

Notice is hereby also given that on and after August 1 transfers of debentures in any Municipal Loan issue must be effected by means of the transfer forms which may be obtained on application to the Municipal Treasurer, Finance Department, 24a Kiangse Road. Transfers will be registered free of cost.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, July 29, 1919.

24701

FOR BRITISH AND AMERICAN
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1468

WHAT MORE CAN YOU ASK?

Here is a portable typewriter of standard type-bar construction, with rigid, durable frame of cold rolled steel—built to stand rough usage—full size universal keyboard, full width carriage; yet stands only 6¾-in. high and weighs a little over 9 pounds complete. The New Model No. 3 is a material improvement over all previous models, in fact, a great little machine. Two colour ribbon, back-spacer, easy removal of type-bars, etc.

FOR

Mex. $75.00

Complete with Carrying Case and

A ONE-YEAR GUARANTEE

THE OFFICE APPLIANCE CO.

Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add.: hauck

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The Prest-O-Lite **Battery**

is a battery of the highest quality, scientifically designed to insure the utmost in power, capacity and long life, backed by *real* service.

Service Station And Distributor for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

MISCELLANEOUS

WANTED to rent, a small detached building in the International Settlement, suitable for a small factory. Apply to Box 137, THE CHINA PRESS.

24753

SITUATION VACANT

WANTED, thoroughly competent and reliable house coolie, also amah about 40, for lady living alone. Newly furnished home. Apply to Box 146, THE CHINA PRESS.

24695 A. 3

Business and Official Notices are Continued on Page 23

HOUSES TO LET

TO LET, at once for three months in Bubbling Well, furnished house, three bedrooms, dining-room, bath and kitchen. Apply to Box 176, THE CHINA PRESS.

24777 A. 3

ADVERTISER wishes the gentleman (missionary, living at Quinsan Road (?) who wishes to rent the house on Haining Road, west of Honan Road, will come immediately to the above.

24767

TO LET, comfortable furnished flat of four rooms, bathroom, kitchen, facing south, suitable for married couple with no children. Apply 36 Quinsan Road.

24769 A. 3

TO LET, 6 Wayside Road, excellent six-roomed corner house, near trams. Rent Tls. 60. Apply premises ,or J. T. Hammond, 51 Szechuen Road.

24746

TO LET, 20 Yates Road, detached eight-roomed residence, tennis garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.

24749

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.

24750

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

Connaught House
3 Quinsan Gardens
TO LET
from 1st August, one large and one small front room, with board. Apply Mrs. G. Pollock.

TO LET

From July 18th, one large front room, with verandah and bathroom, facing the Park, very cool in summer; and also one small room. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel. North 482.

TO LET, with board, large comfortable newly furnished front room, with open verandah and private bathroom attached. Facing south. All modern comforts, telephone, garage, stabling and tennis. Apply to Box 463, THE CHINA PRESS.

MOKANSHAN 329. Central Position. No Mosquitoes. First class accommodation is offered to a few paying guests. Preferred married couples or ladies.

24783

TO LET, in private family, in Western district, a nicely furnished room, with verandah and bathroom attached, with board and use of telephone. Apply to Box 171, THE CHINA PRESS.

24778 A. 8

TO LET, with board, central, near Bund, one large well-furnished double bedroom, also one single comfortable attic bedroom, immediate occupation. Phone and elevator. Moderate terms. Apply 103, Szechuen Road, 3rd floor.

24744

TO LET, well furnished rooms in Western district, opposite Race Course. Apply 78, Bubbling Well. Phone West 1473.

24710 A 6

AVENUE JOFFRE, 1st August, well-furnished small room with board, verandah, facing south, exceptionally cool, telephone. Apply to Box 132, THE CHINA PRESS.

24708

TO LET, with board, in Western district, large furnished bedroom with verandah, facing south, and modern bathroom attached, in private family. Apply to Box 147, THE CHINA PRESS.

24698 A. 3

TO LET, by family, newly furnished large rooms, with board and all comforts, suitable for married couple, two friends, or bachelor. Please apply 5 Young Allen Terrace, vicinity of Quinsan Garden.

24605 A.5

HOUSES WANTED

WANTED in Western district or French Settlement, from August, September or October, for 8 to 9 months, a furnished house with 7 or 8 rooms and garden. N. O. Liddell, S.M.C., Secretariat.

24752

APARTMENTS WANTED

WANTED, one good sized room, furnished or unfurnished, with plain board. Private bathroom and verandah. Quiet neighborhood near trams. Not boarding house. Apply to Box 169, THE CHINA PRESS.

24776 A. 6

WANTED, three or four roomed small house. Foreign Settlement; rent about 30 taels. Apply to Box 175, THE CHINA PRESS.

24787 A. 6

EDUCATIONAL

LESSONS in English, Mathematics and Science given by graduate of London University. Apply to Box 174, THE CHINA PRESS.

24782 A. 5

SITUATION WANTED

WANTED by a schoolboy (Eurasian), fresh from school, 16 years of age, a position in any capacity. Fair with figures, can speak and understand Cantonese and Shanghai dialects very fluently. School education nine years. Please apply to Box 157, THE CHINA PRESS.

24720 A.3

AMERICAN seeks position in office, factory or for any outside work. Understands bookkeeping, Customs work, shipping, etc. Reply to Box 159, THE CHINA PRESS.

24725 A.3

WANTED, extra work from 2 to 8 p.m. by an energetic Chinese with experience of booking, shipping, typing, translating and general office routine. Testimonials. Apply to Box 161, THE CHINA PRESS.

24741 A.3

SITUATIONS VACANT

WANTED, teacher of English, American, in Ningpo. Salary, $165 per month for period September-June. Living expenses moderate. Apply to Box 172, THE CHINA PRESS.

24730 A. 9

Several capable foreigners (single) are required by old established firm for outports. Apply to Box 173, THE CHINA PRESS.

24781 A. 6

WANTED, general office man, with knowledge of bookkeeping and typewriting, by American export concern. Apply to Box 168, THE CHINA PRESS.

24773 A. 6

COMPRADORE wanted by an American company dealing in cigarettes. Reply, with full particulars, to Box 162, THE CHINA PRESS.

24745 A.3

WANTED, a Chinese Customs clerk, with knowledge of import and export Customs work. Apply to Box 156, THE CHINA PRESS.

24756

WANTED, competent stenographer for a large American firm. In reply state experience and salary desired. Apply to Box 152, THE CHINA PRESS.

24711 A 5

ENGINEERS WANTED for M. S. "Wergeland" bound for Europe. Apply to Struthers and Dixon Inc., No. 7 Jinkee Road.

24718 A 5

OFFICES, ETC., TO LET

OFFICES to let, Canton Road, two rooms, second floor. Szechuen Road, two rooms, second floor. Apply to J. T. Hammond, 51 Szechuen Road.

24761

Exchange and Mart

FOR SALE, furnished, three bedrooms, dining-room and kitchen in western district, lease to be taken over. Apply to Box 170, THE CHINA PRESS.

24777 A. 3

WANTED, Crucifix of silver, ivory or bronze; must be antique and well preserved. Please state price, size and particulars to Box 177, THE CHINA PRESS.

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double Y.M.C.A. Barber Shop, 120 Szechuen Road.

24784

WANTED, second-hand mandolin, must be in perfect condition and cheap. Italian make preferred. State price to Box 166, THE CHINA PRESS.

24770 A. 3

To conform with L... regulations all advertisements of Wines, Spirits and Liquors have been removed.

To Solve the Mystery of the Amazons of the Amazon

Rich Mrs. Rice, of Newport, New York and Philadelphia, Starts for the Death-Filled Jungles to Make Friends with a Tribe of Warlike Women Who See Men Only Once a Year, Kill Their Male Children and Rule Like the Amazons of Ancient Greek Legends

An Amazon Guard House on the Trail to One of Their Villages. Except for One Month of the Year it Is Certain Death for Any Man to Try to Pass It.

Mrs. Alexander Rice Hamilton (formerly Mrs. George D. Widener, of Philadelphia, and Heiress of the Elkins Millions), Who Has Given Up the Allurements of Fashionable Society to Help Her Husband Unravel the Secret of the Amazons.

Photo (C) Histed.

A Canoe Crew of Amazons. This Unique Photograph Was Snapped by Dr. Rice During a Previous Expedition. They Were Alloted to Him by Their Queen After His Men Had Fled, Leaving the Explorer Stranded in the Amazon Country.

Indian Bowmen who Dwell Near the Country of the Women and from Whom They Buy the Curare Poison for Their Weapons.

DR. ALEXANDER HAMILTON RICE, the very distinguished American explorer and ethnologist, and Mrs. Rice, whose first husband was George D. Widener, of Philadelphia, one of the victims of the sinking of the steamship Titanic, are now on their way to study and to solve, if possible, one of the most notable mysteries hidden within the jungles of South America.

This is the existence on the upper reaches of the Amazon River of a tribe of women, true Amazons, from the legend of whom, told to the early explorers, the mighty stream probably derived its name. This nation of women—this much is known—allow men to enter the territory ruled by them only once a year. They kill their male children, with certain exceptions. Their culture, reaching as it does back into immemorial antiquity, forms the only existing link with that ancient, long lost civilization called the Matriarchate; the time when women actually ruled the world and man was little more than a biological factor.

In an earlier expedition Dr. Rice had gotten in touch with these Amazons; had almost, indeed, penetrated to the first of their villages. But owing to their extraordinary customs it would probably have done him less good if he had gotten all the way.

On this expedition the burden will fall upon Mrs. Rice of winning the confidence and confidences of these women. If she can do this a considerable volume of facts not only important to science, but of intense interest to the world at large, will undoubtedly be revealed.

The region into which Mrs. Rice must go to secure these facts is not only difficult to reach, but is filled with all kinds of perils, from fevers to snakes. It is very much more difficult for a white woman than it is for a man. And when it is considered that Mrs. Rice was for years a social leader, both in Philadelphia and Newport; that from babyhood every luxury that money could buy was hers, and that for many years, before the tragic death of her first husband, their entertainments were not only lavish, but, as many Philadelphians thought, both frivolous and spectacular, the contrast between her past life and what the immediate future holds for her is very marked, indeed.

She does not go into it, however, entirely unprepared. Shortly after the then Mrs. Widener's marriage to the explorer, a somewhat surprising match to fashionable society which only considered her great wealth, the two made a trip up the Amazon. News of the entry of this country into the war, brought to them on the waves of the wireless, brought Dr. Rice hurrying back to America to offer his services. When the war ended the pair decided to resume their interrupted honeymoon trip where the wireless had cut it short.

If the legends of the natives and the stories of the few travellers who have touched the hands of these women are to be believed, there is a very striking parallel between them and those Amazons of Greek legendary history which has hitherto been thought to be more or less mythical.

The Amazons of the Amazon tolerate no men among them except in the months of May or June. They are most capable soldiers, according to Dr. Rice himself. The head of their state is a woman, and women and women only administer every branch of what is a very well organized community. The men who are admitted into the villages at these specified times are chosen by the Queen and must submit to rigorous examination. There seems to be an excellent, if unformulated, theory of eugenics in practice among them. All male children that are the result of this communication are slain by the tribe, unless the fathers come back and claim them. When the men come to the end of their time of visiting they are given by the Queen ornaments of jade and jade in the rough.

In these rewards is still another mystery. The jade presented to them has been sold by some of the men, and so there can be no doubt of its existence. Yet science has long believed that no deposits of this very valuable material exist in South America. Where do the women get it from? The Rices may find out and add a new source of wealth to our Southern neighbor's already well filled collection.

If the men, when the purposes of their admission are accomplished, refuse to go or hang about they are quite remorselessly killed. The women, as has been said, are accomplished soldiers, expert both in the use of bow and arrow and in the blowpipe, carrying the little darts tipped with the deadly curare poison. Apparently attempts of men of adjoining tribes to attack them and carry them off have long ceased, owing to the deadly accuracy of aim of the Amazons and their whole-hearted desire to be left alone.

Many of the women of the tribe are exceedingly comely. The present ruler, according to Dr. Rice, is a virago and unapproachable by any man. Some years ago, when he was abandoned by his workers near the region the Amazons rule, the explorer managed to get in touch with her and to secure from her a number of the women to carry his goods and to canoe him to a place where he could get men to help him reach civilization. Dr. Rice, in speaking of this incident, praises the Amazons' ability and honesty. Out of all the things they moved, he found at the end not one article missing.

Women from other tribes are admitted to the ranks of these Amazons if they subscribe to the laws and customs governing them. Sometimes, though infrequently, they are forced to take up arms against warriors of other tribes around them. The unbroken success of the women in these encounters has so discouraged those around them that for long they have dwelt in a peace unknown to the world we call civilized.

Although there is much evidence that the whole world was once ruled in some such fashion as these savage women of the Southern American jungles rule their region, the earliest mention of Amazons is by Homer, the Greek poet. They were said to have lived in Pontus, on the shores of the Euxine, where they formed an independent kingdom, or queendom. Like the Amazons of the Amazon, no men were allowed in their country, but once a year they visited the Gargareans, a neighboring tribe, to prevent their race from dying out.

And, another astonishing parallel. Herodotus records that these ancient Amazons either put to death the male children who were the result of these visits, or sent them back to their fathers. The female children—this also according to Strabo—were kept and brought up by them and trained in the arts of agriculture, hunting and war. This is just exactly what the South Americans do with their girl babies.

The Amazons appear in several Greek legends. One of the tasks imposed upon Hercules was to obtain possession of the girdle of the Amazonian Queen Hippolyte. They are heard of in the time of Alexander the Great, when their queen, Thalestris, is said to have visited him and to have become a mother by him. Pompey is reported to have found them fighting in the armies of Mithridates, the Persian.

Their costume, as given by the ancient Greek legends, is interesting. They were said to burn off the left brest, to prevent interference with drawing the bow-string. There is no evidence of this, however, in the ancient statues portraying them. Their arms were the bow, spear and axe. They wore a helmet. This is the way they are shown in the earliest sculptures. In later art they were shown wearing a thin dress, girt high to enable easy movement. On still later painted vases they are shown wearing close fitting trousers and a curious high hat. Fashion undoubtedly changed for them, just as it does for other women.

The Amazons of the Amazon use bow, spear and axe. Their clothing is, however, hardly anything to talk about for more than a second.

In this most unusual of broken honeymoon trips Mrs. Rice, after she enters the jungles, will have none of the luxuries to which she has long been accustomed. Her delicate skin, one of her most admired points of beauty, will be protected, not for beauty's sake, but for life's sake, from the hordes of stinging, poisonous, fever-carrying insects by hoods of netting. She will wear high, thick boots to protect her against snakes. She must leave her hands uncovered as little as possible.

And as a futher precaution she must take ten grains of quinine daily. Sometimes their progress will be barred by hideous, evil-smelling swamps. When they are on the waters of the streams she must be guarded against the attacks of the enormous alligators and great snakes. Largely she will have to guard herself, for instant action is necessary in such cases. She has qualified by becoming a quick and accurate shot both with rifle and revolver.

There is danger from hostile savages, blowing unseen from the jungle, the death-tipped darts from their blow-pipes—darts covered with the swift-acting poison called curare, which the Indians brew from strychnine-bearing plants and serpent venom.

All these perils and more will the hot-house reared daughter of Philadelphia riches undergo. She is confident that she can pass through them, and so is her husband. Further, she believes the work infinitely more worth while than the gay, extravagant life of Newport and New York and the cities where her millions and social standing open all doors for her.

"A tremendous optimism is the chief asset of an explorer," said Dr. Rice, discussing the trip. "He knows that from the minute he enters a jungle till he comes out he will be bitten continuously by numerous insects, some of which are poisonous. I awoke one morning to find my clothes in tatters and my shoes in shreds. They had been eaten by sauba ants. There are also many snakes, usually poisonous. But as a rule a snake will not attack unless disturbed too much. We, of course, wear stout boots which protect the leg to the knee. Frequently when leveling a camp site we stir up a snake or two. We use a long pole with a forked end to capture them. There is one snake about four feet long with a flat head that is very poisonous. The anacondas do not strike, but their power of constriction is very great.

"The fevers are, of course, to be reckoned with. Colonel Roosevelt undoubtedly contracted illnesses which led to his death in this way.

"But I do not think we shall encounter the tremendous privations we have met on former trips. We now know what precautions to take. But we are not going into a place where we shall have the comforts of civilization, by any means. Life will be crude, indeed.

"Mrs. Rice will not be the first white woman to penetrate the upper Amazon, but will be the first to go so far in. But she is eager for the trip. She went with me on our last journey, and I must say she is as good a traveler under all kinds of difficulties and hardships as I ever saw."

It is obvious that there is much work for Mrs. Rice to do. There are many things to be learned about all the tribes of the upper Amazon impossible to be ascertained by men, possible only to be learned by a woman. Some of the tribes, Carijonas, Cubbeos, Huitates and Guaybas, include some of the most superb men and women physically extant. When a girl arrives at her coming-out age—marriage age—the tribe lines up in two lines. The girl starts at one end and runs between the lines. Every man and woman as she passes hits her on her breast with a whip or stick as hard as they can hit. When she reaches the end of the line, if she still is able, she must turn back and run to the other end of the line whence she started, and again be struck by each stalwart man and woman.

If she survives the ordeal she has her choice of a husband among the unmarried young men. If she does not survive, she is not permitted to marry within her tribe, but becomes an outcast. Only a woman can get the secret of what it all signifies and why.

But Mrs. Rice's most interesting, most dangerous work, will be to solve the mystery of the Amazons of the Amazon. The similarity of their customs with those half-legendary women described by the ancient Greeks cannot be purely accidental.

What lost pages of the vanished ages may be brought back by this white woman of finest fashion, of exquisite daintiness, if she wins the confidence of these darker sisters, separated from her by as wide a chasm of habits, thought and customs as it is possible to imagine!

The Clothes for Which Mrs. Rice Will Exchange Her Parisian Creations When She Enters the Jungle. The Netting Is for Protection Against the Hordes of Poisonous Insects; the Boots Shield Against Snakes.

Hot Weather Morning Dresses

By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

Smart Costume of Foulard in an Odd Geometric Design of Polka Dots in Graduated Sizes.

A Chic Model in Satin. The Shirt-Like Sleeves and Lace Edge Are Novelties.

This Dainty Combination of Batiste and Dotted Dimity Is the Last Word in Hot Weather Gowns.

By Lady Duff-Gordon

("LUCILE")

THIS is the time when the call for comfort is loud. In Winter we may bear the burdensome trappings of show and wealth. In Summer we crave light textures and simple designs.

These hot weather gowns, designed for morning wear, are specimens of hot weather gowns at their best, because their simplest.

The large middle figure is a sport suit in satin. The coat, square cut and of hip length, is loose save for the half belt that passes through slits at the sides of the coat and fastens but loosely in front and falls in sash ends. Two novelties are noticeable in it. The coat sleeves have an odd shirt sleeve conclusion. They are finished by a replica of a shirt cuff, but instead of the masculine looking sleeve links the cuffs are fastened by small ribbons drawn through the wide buttonholes and tied in a large, loose bow. The other novelty is the edge of narrow lace about the collar, cuffs, the hem and sash ends of the coat. The lace appears also at the sides of the sleeves. The same dainty, narrow edge adorns the front and hem of the skirt.

The right-hand figure is attired in a simple frock of dotted dimity combined with white batiste. The skirt is scant and plain save for insets of inch wide lace along the seams and an edge of lace about the hem. The short tunic of dimity is pleated in at the normal waist line by the dimity, with a heading of a fold of the batiste. The smock-like tunic has a front of the batiste. The upper part of the sleeves is of batiste. About the lower sleeves is an inset of the dotted dimity. The sleeves, which are wide and of three-quarter length, have a wide border of the batiste.

What They Are Wearing At The Beaches

Vivid Beach Clothes

The beaches are gay for the first time in three years. Last year seaside resorts were dreary places indeed, with all of our younger men on the battlefields of Europe or at training camps in America.

There are people who say that women choose their clothes for other women's approval rather than to please the men of their families. One need only remember the drabness of our beach clothing last summer and then visit the bathing suit department of any smart shop along Fifth Avenue to prove that this statement is in no wise true.

In every woman's heart is a little bit of the love of color which should find expression; for the psychic effect of different colors on our outlook toward life is an interesting thing. Any woman must feel younger and gayer in a red bathing suit than she does in a black one.

Valor In Colors
No Longer Required

In other summers women who dared to walk the length of the beach clad in a suit or brilliant hue were straightway marked as somewhat bold in their dressing, but those dressed in conventional black silk or satin who admired or criticised from a distance had perhaps just a bit of regret in their hearts that they lacked the courage to be as daring.

The woman who secretly has longed to wear a bright bathing costume, but has lacked the courage because almost every one else was dressed in a suit of practical and dismal black, this year will have the opportunity to revel in the gayest and most brilliant beach things that the world has seen in many a day; so if your soul desires to express itself in color your opportunity is here.

The purples and reds look so cheery bobbing over a green ocean on a day when the skies are gray or basking on the white sand in the sunshine. Mingling with these vigorous colors, however, are mellow tones such as are seen in lovely old fabrics.

There are new materials as well as colors in beach clothes. Fabrics that we have thought suitable only for formal costumes do not hesitate this year to make their appearance in informal and abbreviated bathing dresses. Things have been done to these fabrics; artists have camouflaged them, and velvets, cashmeres and silks have been "dipped into something," and by curious processes completely changed in appearnce.

Art is flourishing anew to provide ornamentation for these materials. Real art is expressed in the wonderful way in which the colors are combined, so there is absolutely no excuse now for any woman walking on the beach or diving into the cool surf inartistically garbed.

A Beautiful Green
Is Sent By China

Designers of beach clothes have turned to the dress of many countries for inspiration. From China comes the idea of the dragon design pressed in dull green on a bathing suit of olive colored velvet that has been treated in a way which makes the cloth look about a hundred years old. This treatment produces the beautiful green hitherto seen only in fabrics mellowed by age.

There are velvets, satins, foulards, cashmeres, fibre silks, tricolettes, moiers and, of course, the conventional taffetas and jerseys, either wool or silk. There is one suit for which a tricolette with a silk and wool stripe woven in the fabric was especially imported.

To make another new fabric for bathing suits, domestic cashmere has been dyed in soft shades and treated to give it the appearance of antique cashmere. One suit of this material, made in a dull bronze color bound with red, takes the inspiration for its design from the dress of a Normandy peasant.

Even Black Taffeta
Has Become Frivolous

Real old gold satin, a shade not often seen nowadays, is used for a suit that is ornamented with batik in sulphur color. Strings and bows of old blue satin are used to give it unusual touches.

There always will be black taffeta bathing suits, but even these have become frivolous in the trimmings. Now they have little scraggy ruffles made by fraying the silk, and these ruffles are inverted, their edges running toward the top of the dress instead of the hem.

Chemise bathing suits of sea green taffeta have quaint ruffles of knife pleated silk around the skirts. These are very narrow, not more than an inch wide.

It seems difficult for women to give up knitting and things knitted. Now that there are no socks and sweaters to be made for our sailor boys and soldiers, knitters are expending their energies in adorning bathing suits.

A heavy bright green yarn is knitted into strips and inserted in the front of a blue satin bathing suit which is shown today. It is one of those long sleeved bathing suits made popular at Newport, and these long sleeved bathing frocks at least protect one from sunburn and look smart if nothing else.

False Modesty
Is Now Cast Aside

There was a time when we packed our trunks and departed for the sea with only one bathing suit in our sport wardrobe; now it is as important to have different dresses for the beach as anywhere else. The younger set, in fact, all women who really love the exercise of swimming, are including among their beach clothes a one-piece jersey swimming suit. These straight line, comfortable suits are made very much like a man's bathing suit, but a picturesque touch is given by finishing them at the neck like a midshipman's blouse and striping the collars and lacing the neck with contrasting colors.

We are casting aside the false modesty which has made us hamper ourselves with stockings when swimming. Now it is considered quite smart as well as sensible and comfortable to bathe stockingless.

Beach Capes That
Are Gay And Warm

Fashion has been busy, too, with beach capes. Very few of this year's capes are waterproof, although there are some of flame colored rubber, like the one sketched at the lower left of the page, which is made almost like a dress and held by a sash of black rubber. It has a design appliqued in black. Antique cashmere of old yellow, trimmed with coral bands done in yellow batik, makes the cape at the right, which is cut on the lines of an artist's smock.

Other beach capes are of heavy wool fabrics to give some warmth. In fact they may be used for automobiling or any sort of country wear where a loose warm wrap is needed. Today's sketch shows one of purple loopine cloth with a deep circular yoke effectively trimmed with bars of bright orange wool jersey applied by silk fagoting.

The bandeau is still the smartest head covering to accompany the bathing suit. These are, of course, worn over a tight rubber cap. And there are brimmed hats of rubberised satin as well as various smart caps.

Rubber fringe, used as insertion such as the French dressmakers applied to dresses, capes and suits this spring has invaded the realm of seaside headgear. Hats and caps are composed of row after row of this rubber fringe.

When My Boy Comes Home

By Mimosa

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the color might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight color to the cheeks, she applied a little coilandum with a piece of cotton wool. Coilandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the color deepens slightly giving an absolutely natural appearance.

Your Skin Needs Protection

Do you know why it is that your skin is often so rough, dry and "tight"?

The reason, as Dr. William Allen Pusey points out, is that "the skin because of the unnatural dryness loses its power of resistance." It cracks and breaks, becomes painfully rough and red. Dr. Pusey goes on to say that "the secret" in preventing and curing rough skin is to make up the deficiency of lubrication which the skin is failing to supply for itself.

The Invisible Protection your skin needs

Just before you go out, apply a little Pond's Vanishing Cream. It provides just the protection your skin needs to keep it soft, fine-textured and lovely.

Use it on your hands and face. It is instantly absorbed by the skin, leaving not the slightest trace of a shine. Notice the soft, velvety texture—the transparent, natural coloring it gives the skin.

Use it every day. Do not be afraid to apply it while dressing. It disappears immediately and will not soil veil or gloves.

Whenever you want your skin to look its best

Before going out in the evening, or whenever you want your skin to look particularly well, apply a little Vanishing Cream, as a finishing touch. It actually seems to smooth out all the tired lines, and makes the face feel wonderfully refreshed. It gives your skin the transparency and softness everyone so much admires.

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AUTOMOBILES

SHANGHAI, SUNDAY, AUGUST 3, 1919

GOOD ROADS WILL AID AMERICAN BUILDING ERA

Secretary Lane's Plan To Put Soldiers On Farms Dependent On Highways

Washington, June 30.—Secretary Lane of the Department of the Interior has a plan to place millions of returned soldiers and their families upon small farms carved out of the public domain. The success of the project is, he frankly admits, largely dependent upon the methods of transport available.

"I can see the making of a new America," says the Secretary, "a nation of farming communities and small industrial centers; for each will have it own creamery, cannery and other means of taking care of its surplus products.

"These farming communities will be populated largely by returned veterans, comrades in arms, comrades in peace—the material, political and spiritual leaders of these communities. These centers must be developed and tied together and made easy of access by good roads, over which the most efficient of transport will move goods to market."

Reconstruction Started

Other things being equal, if the soldier-farmer can be sure of improved facilities for getting his products to market, the reconstruction problem is well on its way to solution, so far as he is concerned when he accepts Uncle Sam's farm offer.

During the war, at home and abroad, the most remarkable showing in transportation was made by the motor-truck. It developed unsuspected utility and stood up under the most gruelling tests. Even its most sanguine supporters were astounded.

Furthermore, its comparatively new development—the motor truck express—has been justly characterised as the greatest single advance in the history of transportation since the coming of the "iron horse."

Rural motor express is already a reality—and far beyond the experimental stage. Farsighted business men everywhere have been watching its evolution closely. One of the first to see the handwriting on the wall was Harvey S. Firestone. The Firestone "ship by truck" bureau, which bears his name as sponsor, is evidence of his substantial advocacy of the "new way in transportation."

Motor Saves Man-Power

From the farmer's standpoint it has been proved that motor truck express service conserves manpower, encourages intensive farming, facilitates traffic for the farmer, market, and consumer, and enables him to market better food in better condition and at better price. In peace, just as in war, these truck lines are the avenues of supply and distribution.

The Firestone "ship by truck" bureau has conducted a searching investigation into all phases of the motor express proposition. And it is now prepared to give the shipping public definite and reliable information about motor truck routes, schedules, companies operating, tonnage capacity of trucks in service, rates comparative costs, etc.

Chevrolet Sets Up Fine Touring Record

C. H. Pruitt of Medford, Oregon, has established a touring record with a 490 Chevrolet. Last week Pruitt left his Oregon home for the oil fields of Ranger, Tex. He had made a wager that he would make the run from Medford to Ranger in ten days.

Leaving Medford at 6:20 a.m. Thursday, he reached Stockton the following morning at 11 o'clock. At 10 p.m. the next night Pruitt checked in at El Garces, at Needles. In the run across the desert from San Bernardino to Needles he made his best time. If he can keep up the rate of speed shown on the first half of his trip, he will win his wager by a wide margin.

From Medford to Needles the speedometer on Pruitt's Chevrolet registered just 1106.2 miles. The gasoline mileage was an average of 22.5 miles per gallon. He carried one passenger and considerable baggage, which he estimated at about 400 pounds.

REASONS FOR POUNDING

If a pound in the engine is regular and continued it is likely to be from lost motion in the bearings. If it is irregular and occasional it is more likely to be due to preignition caused by incandescent carbon or from imperfect electrical connections. If the pounding is accompanied by occasional missing, especially if the missing is more frequent when the car is running than when the engine is idling, it is more apt to be due to imperfect electrical connections.

Good Looking Car Is Business Asset

Keeping Car Looking Spick And Span Is A Positive Necessity

If the only value of an automobile were its utility, all cars would be "flivvers." There would be no object in paying $2,000 or $3,000 for an automobile if you merely wanted a quicker means of transportation.

In other words, a large part of the satisfaction of ownership lies in the feeling that a good looking machine is a personal, business and social asset.

The fact that the farmers of this country alone purchased during 1917 over $600,000 worth of automobiles per day is a vivid illustration of the extent to which the automobile now enters into the life of the nation.

Buying an automobile is no longer a simple matter, even when one can afford the 1919 price advances, for the government has utilised the steel and the labor and the productive capacity of the automobile manufacturing plants for war purposes. The necessity is, therefore, upon us to make the old car last at least another year, and, as good Americans, we are entirely willing to do so.

The result has been that many busy men have accepted the shabbiness of the old car as a necessary evil thrust upon them by circumstances and therefore unavoidable.

It is not!

We maintain that keeping up appearances is even more important today than ever. If we are to prove ourselves really efficient we must demonstrate that we can work and fight at the same time; that we can destroy and build up with the same hand (though we would far rather build than destroy); and above all, that playing our part energetically in the great struggle in Europe did not disorganise our industrial and domestic life nor lower our moral standards. Some people may think that keeping up appearances is rather a superficial aim and that it has little to do with right living. But the proof that it has something to do with it lies in the fact that every retrogression, every consent—conscious or tacit—to sloppy appearance in person or property is accompanied by a deterioration in character, which is none the less real because it is invisible.

Keeping up personal appearance keeps up personal performance, and the same applies to property of whatever nature. If you do not believe it, try painting your home inside and out as it deserved to be painted; spruce up the garden; paint your barn and outbuildings; give the gate a chance to swing by renewing the old rusty hinges, and see if you do not observe in your family and yourself a new energy and uprightness. If you have gone thus far you will never be content until you have refinished your automobile and made it shine afresh for both business and social uses.

AIR AND AUTO ENGINES DIFFER IN ESSENTIALS

In view of the increasing interest in the airplanes and in airplane construction, the comparison between the airplane and automobile engines as made by Howard C. Marmon of the Nordyke and Marmon Company before the Society of Automobile Engineers will prove not only interesting, but instructive.

In physical construction the four-stroke cycle airplane and the automobile engine are identical, according to Marmon. An automobile engine could be made to fly an airplane and an airplane engine or a replica of it on a reduced scale to bring the power within usable limits could be employed to operate an automobile.

However, a study of the objectives to be obtained by the two engines brings out the compromises that are made in the design of the airplane or the automobile engines and, therefore, notes their differences.

The automobile engines must have reliability, silence and carburetion that accomplishes proper and even firing in all cylinders under varying throttle conditions through speeds covering more than 50 percent of the speed range of the engine. In short, great flexibility economy is secondary to this requirement in the automobile engine.

Furthermore, the automobile must also have ability to deliver its entire range of speed without vibration, compactness and small weight per horsepower.

STOCKING SCREWS

In dealing with a small screw that refuses to yield to the blandishments of a screwdriver, try holding a hot soldering iron against the head. This will often do the trick by loosening the rust between the metal surfaces. Heating a screw head as mentioned and then soaking it with kerosene will bring out practically any screw.

Steel Prices Holding Back Automobile Manufacture

Material Being Bought By Makers Just As It Is Needed; Trade Demanding Lower Prices

Detroit, June 3.—The larger automotive plants continue to buy just what steel they need when they need it, and the prospects are that until the railroad administration and steel committee agree on the price the railroads must pay for the steel they will continue to do so. The administration is looking for a lower price, and parts makers especially believe a cut in price for the railroads will mean an additional cut for automotive makers.

The trade is demanding lower prices, the makers of cars and trucks are demanding lower prices, and the parts makers are demanding lower material prices. This is the situation right at present. Some are holding back for an expected drop, others declare this reduction impossible.

While the car business has been flourishing ever since the big plants got back to peace production the truck industry has been rather backward, it is said. Makers of axles and other parts declare they are prepared to do twice the truck business they now are doing. Truck makers, however, refer to good buying and fair production, while the parts makers hold that the truck business is not what it could be.

Truck Output Gaining

Competition in the truck field is particularly keen, and this is shaping itself into a matter of efficiency and price. The best truck at the best price, it is believed, is going to get the business, and the truck makers are trying to bring prices as low as possible. This policy has curtailed production inasmuch as the makers hoped steel price cuts would aid in decreasing manufacturing costs and permit lower retail prices. The price fixing has given this line of the industry greater confidence than any other seemingly, for the last two weeks have seen a decided increase in truck production.

Meanwhile car production shows remarkable gains. Shipments in March increased nearly 5,000 over the same month last year, with 16,723 as compared with 21,500 in March, 1919.

Ability to get motor car freight cars has been materially bettered in the last month. The N. A. C. C. has had a representative of the railroads personally located in Detroit with authority to check up and route freight cars. At present there is a surplus of 6,000 freight cars in and around Detroit. Shortage of materials is holding up production, however, of complete cars. The labor situation is not bad, manufacturers reporting that returned soldiers are coming back to the factories.

Maxwell has completed its last military tractor and is getting back into full peace production of cars. The machine finished last was No. 2,000, and a five-tonner. The original contract called for 3,000, but the armistice cut this a third. The company already has run its car production up to 220 daily.

Liberty Sets New Mark

Scripps-Booth is turning out 40 cars a day now and has in prospect bigger production as a result of the $1,500,000, which is its part of the General Motors expansion. It will get a new factory.

Liberty broke all previous production records last month. More cars were built and shipped in March than during any previous month in the history of the company, and the business done during that period amounted to more than $1,000,000. Last November this concern was on practically a 100 percent war basis, about the whole works being occupied with the making of trailers for the aircraft service and trucks for use abroad.

Word comes from Sandusky, O., that Majbohm will move its entire organisation to that city from Racine, Wis. It is building a $175,000 plant at Sandusky with 75,000 square feet of floor space, which will be ready in about 60 days. Meanwhile the company will occupy temporary quarters at Sandusky. The new plant is planned for a production capacity of 50 cars a day.

Shift In Cross Links Saves Tire Chains

It is a very good plan to shift the cross links of the tire chains from time to time. That is, move them so that they do not depend on the same link of the main chain all the time. The wear and tear on the tire chain centers at the links to which the cross chains are attached, and for this reason moving these latter from time to time spreads the wear.

Racing Engine Will Quench Back Fire

In the rare cases where the carbureter catches fire because of a back fire the conflagration may be extinguished by turning off the gasoline and then racing the engine. In this way the engine sucks the flaming liquid out of the carbureter and so the fire dies out of itself.

WATCH FEED SYSTEM

On cars that have pressure-feed systems, operated by means of the exhaust gas, the car owner should make a periodic examination of the feed strainers and other cleaners through which the gas passes on its way back to the tank. If a car is in continual use or is using excessive amounts of oil and gasoline the dirt accumulated in the strainers will naturally be heavier and the inspection should be made oftener.

Pike's Peak Conquered!

In winning the fight up the steep, dangerous slopes of Pike's Peak, railroad engineers resorted to the geared-to-the-road method—a gear wheel meshing with a geared rail.

The contact of a smooth wheel against a smooth rail failed in the crucial test. The same is true in motor cars.

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Causes Of Engine Overheating

Correct understanding of the causes and cures of overheating would not be so vitally essential to the automobile owner if all that engine overheating did was to boil off the water. True, it does that, but there is unseen damage likely to result if the engine is allowed to remain in an overheated condition for any length of time. It affects the cylinders, the pistons, the bearings and all internal parts of the engine and is likely to cause permanent damage to some of these parts. Certain unnatural conditions of engine operation bring about the overheating and it is these unnatural conditions which cannot be taken into consideration in the design of the cooling system. The system is designed for average running conditions, so that running in second speed or first speed for long distances causes the water in the radiator to boil. Running with spark retarded for a long period will cause overheating; carbonisation of the engine, reduced fan draft and interference with water flow through the system, are a few other causes of overheating. If it were possible to have some delicate control such as the human system possesses, it might be possible to keep the engine temperature at its most efficient point, regardless of certain actions tending to bring the water temperature higher, but while it does not seem possible to do this without carrying a big tank of water around, the motorist should know and understand the specific causes of overheating, the methods of determining the cause and the remedy.

When overheating occurs on the road it is best to stop and investigate, unless the car is within half a mile of a water supply. Here an examination and test can determine the exact cause, for without knowing the cause and correcting it, the filling up of the system with cold water offers only temporary relief. It is damaging to the engine to run it any distance in an overheated condition, but in an emergency the wise thing to do would be to overfeed the engine with oil. It would give off volumes of smoke through the exhaust, but the additional oil offers a protection to the cylinders and pistons. If there is no means of feeding oil, if there is no water supply, and if the driver cannot find the cause and remedy the trouble, nothing remains but to stay on the road until something can be done. Rarely, however, is there not a water supply of some sort within a half mile.

It must be remembered in understanding the action in the cooling system, that the water in the jackets must absorb a certain amount of heat, pass to the radiator through the tubes or cells where the heat is transferred to the radiator metal and then to the air, and after that the water must return ready to absorb a sufficient amount of heat to keep the cylinder wall temperature nearly constant. Certain actions so heat the cylinder wall (hence the water in the jackets) that the radiator and air draft are unable to absorb the excess heat, which means that each time the water makes the circuit it is slightly hotter than it was before. With more heat being added each time it makes the circuit of the cooling system, it is not long before the water temperature reaches that of boiling.

Anything tending to prevent or retard the flow of water through the system will naturally allow more heat to be absorbed by the water, and thus quickly raise its temperature from around 180 degrees to 212 or higher. If the steam would quickly condense, and in some way get into the radiator for cooling it would not matter, but we must have outlets through which the steam passes, and in this way the water is lost. Any serious reduction in the volume of water in the system allows what water is remaining to become too hot, hence it is important that the system always be filled. The rule is, fill the radiator every day.

Water leaks can in a short time reduce the amount of water and cause overheating. Leaks may occur in the radiator, in the connection between radiator and engine, in the water jackets or joints such as detachable head when that incorporates part of the jackets, or in the pump if one is used. Radiator leaks may be quickly stopped on the road by the use of cements of various sorts, but if the leak is caused by a large rupture, the cement should not be relied on for making a permanent repair. Soldering is better. It is easier to find water leaks when the engine is not running as drops of water soon are blown away as a spray by the fan draft. Also, when the water is in circulation there is less chance of it working out through a small opening. In a pump-cooled engine the pump packing nuts may permit of leakage because of poor packing. In the absence of the regular form of pump packing, ordinary rope of small diameter, waste or similar stuffing may be used. It is not necessary to tighten the packing nut by applying a great deal of effort to the wrench. Often the hands alone draw it tight enough, but above all avoid drawing it up more than necessary to stop the leak.

In a pump-cooled engine reduced flow or none at all may result because the pump does not force the water around the circuit. A sheared pump shaft key or other holding means is usually the cause. This leaves the pump rotor idle and even acts as an obstruction, preventing the engine from syphoning rapidly enough to cool. It is easy to test the pump, for there usually are two cocks, one ahead and one behind the rotor. The force of the water coming out is the indicator of lack of pressure. The common method of testing circulation regardless of the system used is to look into the radiator filler neck while the engine is running. One may see the water and tell whether or not it is circulating.

Some engines are fitted with a thermostat which at this time of the year is not likely to cause any trouble, but in the winter overheating is likely to result because of the blocking of the water passage. This is the case with certain thermostat installations only. The device shuts off the water supply to the radiator and in the time taken to heat the cylinder jacket water the water in the bottom of the radiator may freeze. This blocks the passage and causes the engine to overheat.

Lack of oil fed to cylinders and pistons soon allows the frictional heat to be so great as not only to cause the water to boil, but to "freeze" the pistons to the cylinders. The constant use of too much oil is not advisable because the excess burns and the carbon deposit becomes greater, bringing about overheating.

Carbon on piston tops is a common cause of overheating. The thick layer of carbon on the piston practically insulates the combustion chamber from the cooling water. This brings the temperature of the cylinder walls so high that the water is unable to carry it off, give up the heat, and return ready to absorb its usual amount of heat. In a short time the operating temperature of the engine becomes higher and higher, and soon boiling starts. The use of water feeders has a somewhat beneficial effect on carbonised engines, by reducing temperature of the heat of the explosion, and it is quite likely that water so fed may hold off overheating for some time. However if it is known that carbon is present in quantity it is advisable to have it removed at the very first opportunity instead of treating effects and getting only temporary benefit.

Obstructions of any sort in the water path may quickly cause overheating. It is not necessary that the whole passage be blocked, the trouble will come about even if the movement of water is retarded. Partial obstructions of this kind are more effective in thermo-syphon cooled engines than in pump cooled. Hose connections in time shed their inner layers or swell, preventing the free flow of water; or solid matter which has accumulated in the radiator or other part of the water system may do the same thing. The owner who is not particular about the water he uses for the radiator and pours it from a dirty pail, will find that it does not take very long to collect many pounds of muck. This settles at the bottom of the radiator and soon hinders water flow through the inlet pipe. Many owners have discovered that the radiator drain will not work because of mud that has settled on the inside of the radiator lower tank. Even a piece of wire run through the drain does not always cause free flow, because the hole made through the mud soon is filled in.

The cooling fan is one of the most important members of the cooling system. Without it there would not be the right amount of air constantly flowing through the openings in the radiator. It is absolutely essential to proper cooling that the fan belt have the proper tension and not slip too much. If the belt slips so as to reduce the fan draft below that permissible, it may be adjusted, but in making this adjustment do not draw the belt too tight. Oil and gummy matter on the belt will contribute to inefficient operation. Often the openings in the radiator are clogged with mud, preventing the fan from pulling through the required amount of air. When removing mud and dirt from radiator openings direct a stream of water through the openings from the rear of the radiator.

Poor valve timing and ignition timing may affect the operating temperature by causing burning of the gas when too much cylinder wall area is exposed. The same action occurs when the engine is operated too long on a retarded spark. Much of the heat which ordinarily would go out through the exhaust is made to pass to the cooling water through the exposure of more cylinder wall area. The water cannot give up its heat fast enough and return to its usual temperature and consequently it begins to boil after the influence continues for some time.

The fuel mixture has a bearing on the operating temperature of the engine. Mixtures slow burning in character heat the engine rapidly. This is brought about by the mixture burning while a large portion of the cylinder wall is exposed, bringing the wall temperature higher, hence the water gets hotter and is unable on its return to the jackets to absorb a normal amount of heat.

The cooling system, being designed for normal operation, does not take into consideration prolonged driving in first or second speed. Such driving necessitates a high engine speed with no cooling compensation from the forward movement of the car. At the same time the engine being under load the internal friction of the bearing surfaces is increased. A perfect cooling system ought to take these factors into consideration, but since this is not done, the motorist must be careful to avoid driving too long in first or second, especially in the warmer weather, when the heat absorption ability of the air is reduced.

When the engine has to do any abnormal work for a long period it may become overheated. Dragging brakes sometimes will bring about overheating because of the added load imposed on the engine; a slipping clutch makes the engine run too fast as compared with car speed.

Persistent overheating of the engine is a symptom that should not be allowed to go by without a thorough examination to determine the cause, for, as pointed out by numerous examples, serious and permanent injury may result to vital parts of the engine.

OIL INSTEAD OF GREASE

The car owner who is handy with tool may find it profitable to replace a number of the grease cups which lubricate important parts of the mechanism by an oil reservoir, with leads running to these various parts, such, for instance, as the thrust bearing or throw-out collar of the clutch. This oiler should be constructed much like a mechanical oiler, with controls for each lead.

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BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

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Flivver Tram Car Service To Solve Traffic Problem

Henry Ford Working For Relief Of Street Rail Companies In Portland, Oregon

Portland, Oregon, June 30.—Even with the jitney bus legislated out of existence, the street-car companies of every large city in the United States are face to face with a serious financial situation. Portland is no exception to the rule. A deficit mounting into hundreds of thousands of dollars each year instead of a profit today results from operation of the lines that were once viewed as a thoroughly sound investment proposition.

Now the man who is chiefly responsible for bringing about this condition of affairs is hard at work to try to help the street-car companies out of their present predicament. While other causes have contributed to the troubles no question that the automobile, and particularly the Ford automobile, has brought about the downfall of the street-car company as a money-making proposition. A little figuring is all that is necessary to convince one of the truth of this statement.

Flivvers Cheapest To Operate

There are 30,000 automobiles in the city of Portland. Suppose each of them to deprive the street-car company of 10 cents in fares each day, which is surely a conservative figure. That means well over $1,000,000 loss in revenue to the street-car company each year.

The Ford car at least, with its cost of operation at 2 cents per mile, has furnished a quicker means of transportation than the street car, and one that is capable of competing on a price basis with the average street-car haul. It is up to the street-car companies to discover some means of lessening the cost of operation, and Henry Ford is hard at work helping them design a street car to be driven by a gasoline motor that will reduce their operating expenses.

Ford is confident that the gasoline-driven street car is the transportation unit of the future. Three Ford street cars are now under construction at the Fordson plant at Dearborn, and Ford has applied for a franchise in Dearborn township to operate the new type of cars between Dearborn and Oakwood.

The electric street-car line must maintain an extremely expensive equipment of poles and miles of copper wire; it must maintain huge power resources to care for the "peak" load of the traffic in the evening, yet the greater portion of this power resources is unused for probably 22 hours out of the 24.

Electric Overhead Heavy

The Ford gasoline-driven street car will operate on a track with flanged wheels, as do the electric street cars, and will have an equal carrying capacity. No further mechanical details of the new street car have yet been given out, but it is reported that the Ford engineering staff has perfected the design to a point that has satisfied them as to its complete practicability.

A single short circuit will tie up all the electric cars of an entire city. Nothing like that could happen with the Ford gasoline-driven street car. There are many decided advantages to be obtained from a system of independent units such as the Ford plan would use.

Traction magnates all over the United States are watching the Ford experiment with the keenest interest, and it is entirely within the bounds of possibility that the next three years may see the complete transformation of city electric lines to Ford gasoline-driven street cars.

INSPECTORS WATCH WORK IN GOODYEAR TIRE PLANT

Twelve Hundred Men Devote Whole Time To Inspecting Output — Slightest Defect Noted

Now that good standard automobile tires have reached a degree of perfection permitting motorists to operate their cars with no more anxiety about their tires than about any other part of their machines it is interesting to note just what part is played in tire building by the rigid inspection system of big tire companies.

One of the advantages that the big manufacturer has over the small one is the greater thoroughness with which he can afford to inspect his product in its different stages of manufacture.

In the large factories, where thousands of tires are built daily, the work of an inspector covers but one single operation of the many involved in tire building.

Just how extensive an inspection department one of the great tire manufacturing companies maintain, to insure uniform quality in its product and universal satisfaction among its customers, is indicated in the statement of a factory executive of the Goodyear Tire and Rubber company, Akron O., that more than 1,200 men are employed in the Goodyear plant, simply to inspect product and see that in every department, as tire construction advances from one operation to another, none but perfect materials and workmanship enter into its makeup.

Inspectors Even At Plantations

"This rigid system of inspection really begins long before the materials arrive at our factory," he says. "We have our men in the remote corners of the world, who buy up what rubber we do not raise on our Far Eastern plantations, and who insist that only the best grades of rubber be shipped overseas to our factory. And in the manufacture of our tire fabric in our own mills, from cotton which we raise on our own big plantations in Arizona, we insist that our inspectors reject every piece of cloth that is not perfect.

"Our fabric making machinery is so delicately arranged that even in the seemingly unimportant operation of rolling twisted strands of cotton on big spools, the breaking of a single thread automatically stops the machinery, permitting the operator to detect the difficulty at once.

"The different stages of preparation through which tire-building materials pass are all thoroughly watched. The washing of the rubber, the mixing of the chemical ingredients that must become a part of the rubber compound to insure perfect vulcanising, the 'working up' of rubber stock, the frictioning of the tire fabric, the construction of the bead—all these are mercilessly inspected to insure the entrance of none but perfect materials.

"Then as the tire is built up by the tire builder, either by machine or by hand, the inspector stands by to see that each successive operation is perfectly accomplished. Even after the tires are taken, steaming hot, from the big vulcanising vats, the wrappings are removed and the tires rigidly examined for any imperfection which may have developed through vulcanisation.

Last Inspection Merciless

"And in the last inspection our men are merciless. Sometimes a tire comes up for its last inspection with but a slight imperfection—usually in appearance only—intensified by vulcanisation. The chances are 99 to one that it will run its full mileage with proper care. No one will ever know. But we insist that it be rejected.

"By the system of rigid inspection we insure the perpetuation of that uniform quality for which Goodyear tires have become known the world over. These 1,200 inspectors who stand between our tire building and the great tire-using public perform a service that is immeasurably beneficial to both, for they help the tire maker to maintain a high standard of efficiency and insure for the car owner the best tire that perfect materials and skilled labor can put together."

NEVERLEEK
HOOD MATERIAL

GUARANTEED to shed water as long as the motor car lasts. More beautiful than the ordinary hood material and more serviceable.

Two brands made by this factory, NEVERLEEK and CARRCOCLOTH.—Neverleek the positively guaranteed waterproof—Carrcocloth lighter weight for hood envelopes, kicker pads and seat coverings. Every Yard of "Neverleek" is stamped "Guaranteed by the makers."

For Sale by Good Dealers Everywhere
Correspondence solicited from the wholesale trade

F. S. Carr Co., Boston, Mass., U.S.A.

Studebaker Has Remarkable Record

The Studebaker Corporation has in the past sixty-seven years grown from a small cross roads blacksmith shop to one of the greatest industrial institutions in the world. Today the Studebaker factories at Detroit, South Bend and Walkerville contain 4,700,000 square feet of floor space; $15,500,000 has been invested in plants and equipment, and $20,000,000 in raw material and working capital.

Studebaker have what are probably the most complete research and experimental laboratories in the industry, requiring the services of 100 skilled men, working under the supervision of fifteen specialised technical experts.

Many of the heat treating operations that are now standard in the automobile world were originated by Studebaker.

The laboratory investment alone amounts to nearly $100,000.

300,000 Cars Sold

Over 300,000 Studebaker cars, with a net sales value in excess of $300,000,000 have been produced and sold up to date. Of this number over 210,000 have been four-cylinder cars and 90,000 six-cylinder cars.

Studebaker employs at the present time 10,000 workmen. This army of workers will be increased to over 20,000 in 1920, when the new automobile plants at South Bend are completed.

About 5,500 machines are used in the 300 different manufacturing departments of the Studebaker factories. Of the mechanical operations on the new Studebaker cars 620 require accuracy to the one-thousandth part of an inch; 160 operations to the one-half thousandth part of an inch. Nearly 400 inspectors are employed to see that every operation is up to the Studebaker standard of quality and accuracy. Nearly 7,000 inspections take place in Studebaker's own plants before a car is ready for shipment.

Much Steel Consumed

A total of 40,000,000 pounds of high grade steel are consumed annually, and 2,500,000 gallons of fuel oil are used each year for heat-treating and drop forge furnaces; 200,000 pounds of castings are used each day in Studebaker factories.

In the evolution of the automobile, Studebaker has led the way in practically every step forward that has been of direct benefit to the ultimate purchaser. Studebaker produced the first six-cylinder car to sell for less than $2,000; the first four-cylinder forty-horse-power touring car to sell for less than $1,000; the first fifty horse power car to sell for less than $2,000, and the first car for less than $2,000 with complete cord tire equipment. And, here it is interesting to note that Studebaker was the first manufacturer to produce a car with crown fenders and to make extensive use of pressed steel throughout.

Studebaker To Front

The industry also owes to Studebaker the progress that has been made in the casting of motors en bloc. It is a well-known fact that Studebaker was the first manufacturer to do away with the old method of casting cylinders singly or in pairs and make a six-cylinder motor in one piece.

The beveled plate glass windows that are now a style feature of some of America's best motor cars also owe their parentage to the prolific brains of Studebaker designers. The method of mounting these nickel-trimmed oval windows in the rear of the top was originated by the Studebaker body designer nearly three years ago.

Problem Of Tires Proves Intricate

"While oversize tires will in some instances prove advantageous to the motor car user, it must be remembered that there is a point beyond which an increase in the size of the tire will mean a decided increase in gasoline consumption, owing to greater effort in steering being required," declares a prominent dealer.

"Owing to a lack of standardisation in the industry, there is a considerable variation today in the actual size of tires that are supposedly of the same diameter. Some makers built a tire of extremely large size and others one of a narrow section. Long factory tests have proved to their satisfaction that a medium sized tire will give the maximum service, and at the same time will not create undue friction with the road.

"The less the width of the tread that comes in contact with the road, the easier the car will roll. If you remember the racing bicycles that you used to see were invariably shod with the smallest of pneumatics. An excessively narrow tread will wear out too quickly, however, while one needlessly wide will wear a long time, but will eat down the power of your car and add to your gasoline bills. The happy medium, is the real answer to the tire size question."

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ROADSTERS, TOURING CARS, LANDAULETTES, LIMOUSINES.
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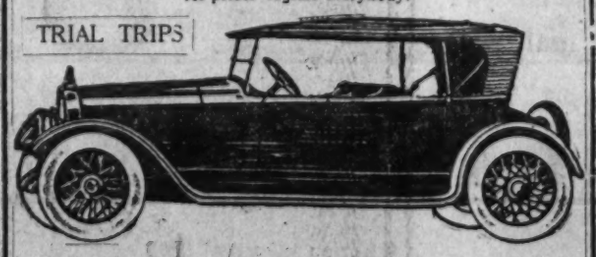


AUTO CASTLE 228 Avenue Joffre (Opp. French Fire Station): 'Phone, C. 402

Studebaker

New Model, Series 19, Light Four

SPECIFICATIONS

THE LIGHT FOUR

SEATING CAPACITY—Five passengers.

WHEELBASE—112 inches.

MOTOR—Four cylinders, cast en-bloc, L-head, 3½ inches x 5 inches; 35-40 H. P., at 2,000 R. P. M.

LUBRICATION—Splash and positive distribution.

COOLING SYSTEM—Centrifugal force pump circulating system; tubular radiator, 17-inch, four-blade fan. Exhaust down front away from floor boards.

PETROL SYSTEM—14-gallon tank in rear. Vacuum feed.

CARBURETTOR—Zenith Carburetor, with new "hot-spot" intake manifold.

ELECTRIC SYSTEM—Two-unit Studebaker-Wagner.

IGNITION—High tension magneto.

ELECTRIC LIGHTS—Large headlights with improved reflecting and diffusing lenses, two degrees of dimming; speedometer light; tail light.

CLUTCH—Aluminum leather-faced cone clutch, with anti-spin brake.

TRANSMISSION—Separate unit—three speeds forward, and reverse.

GEAR RATIO—4.36 to 1.

REAR AXLE—Studebaker, improved semifloating, spiral bevel gear drive, full Timken bearing equipment.

DRIVE — Hotchkiss — through the springs.

SPRINGS—Front and rear semi-elliptic. Front, 34½ x 1¾ inches, 7 leaves; rear, 50½ x 2 inches, 7 leaves, underslung.

TYRES—32 x 3½ inches; Goodyear. Allweather tread on rear.

BRAKES—Foot brake, external contracting, 11⅞ inches x 2 inches; emergency brake, internal expanding, 13¾ inches x 1¾ inches.

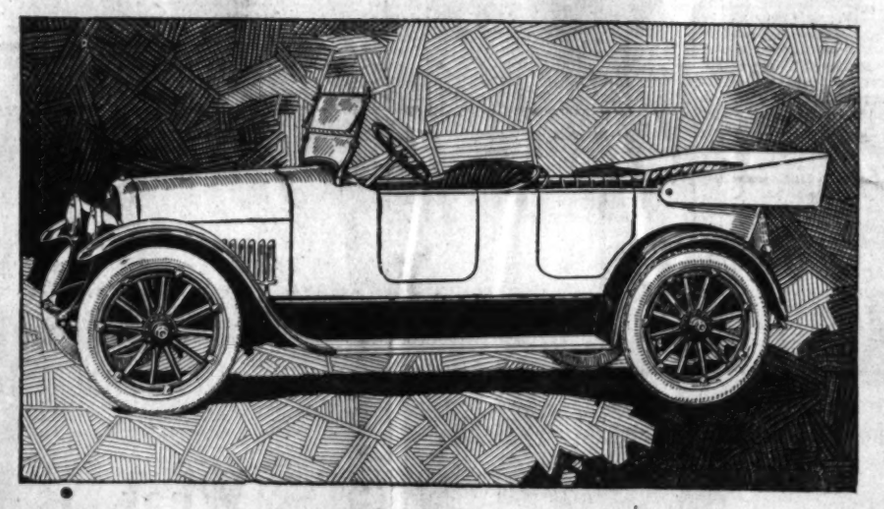
FENDERS—Pressed steel, crown design.

UPHOLSTERY—French plaited upholstery.

TOP—One-man; curtains open with the doors.

EQUIPMENT—Rain vision slanting windshield; 3½-inch carpet-covered foot rest in tonneau; ventilating catches for front doors; electric horn; electrically lighted instrument board on which are mounted: Stewart-Warner speedometer—driven from propeller shaft—oil indicator, Yale-locked ignition and lighting switch, carburetor control, battery indicator; combination robe and hand rail extending full width of front seat; petrol gauge on tank in rear; complete set of tools; tyre carrier at rear, with extra rim.

COLOR—Artillery Gray.



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QUALITY

is the keynote throughout; and quality is expressed in every detail of construction and in the beauty of every line.

The increasing market in every country for better motor cars has created an enormous demand for higher quality, which is exemplifed in the New Series Studebaker.

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Value Of Motor Transport Shown By Well-known Briton

William Joynson-Hicks Believes That War Has Demonstrated Importance Of Highways

London, June 10.—William Goynson-Hicks, chairman of the newly-appointed motor legislation committee of parliament, sees perhaps more keenly than any other public man the great importance and demand for the development of motor-transport and automobile roads. He has been fighting for this for years.

He believes the lessons of the motor truck in the war have proved that it can be utilised tremendously for the upbuilding of commerce and the country.

As chairman of the Automobile Association he has long recognised the necessity for good roads; as chairman of the Belgian field ambulance service, raising two battalions, he saw the great value of the motor as a time saver and direct method of freight transportation.

Mr. Joynson-Hicks advocates these important things for England—many of which, it is pointed out, could be of unlimited value in America, if adopted there:

Important Points Named

1. Centralisation of power and authority over the highways in the road board, which was organised years ago but just now is in a state of suspended animation.

2. Construction of good roads into the undeveloped sections of the country—away from the railroads, for the better development of suburban sections.

3. Construction and reconstruction of roads for purely commercial reasons leaving the pleasure automobile as a secondary consideration.

4. Proper supervision to provide for continuous maintenance of trunk highways between important industrial centers.

5. Building completely around London a great circular boulevard and highway, which would induce thousands and thousands of persons to establish homes in the suburbs. This also would provide speedy motor transit around the city, instead of through it, thus saving much time and reducing accidents.

6. Removing restrictions, such as the speed limit on open roads, making the rate 40 miles an hour instead of 20, which no one observes.

7. Providing homes for the teeming thousands in crowded London by taking them to the suburbs by motor passenger lines.

Sentiment Is Changed

"We have been endeavoring to build up our road system and motor-freight routes for some time," said Mr. Joynson-Hicks. "The entire housing question and all road communication in agricultural districts depend upon motor transport, and this can be provided only by mechanical vehicles run on properly prepared roads.

"There used to be a feeling against the development of roads before the war, so many of the people believing that automobiles were only for pleasure purposes. I tried to have more attention paid to the subject, but was hooted at.

"But now, with the war, there has come a change of sentiment. We have all seen the great use to which the motor lorry was put in the war, what a tremendous part it played. To illustrate. At the start we laid down small railroads in France for transportation up to the front. The lines became congested and their service was limited. Motor lorries had to be sent out to take the material off the railways and then deliver it to the front. Then came the long trains of motor lorries—and fine roads were constructed through Belgium. These roads were not trench roads, but real highways, all British built. There were 70,000 men working constantly, repairing and rebuilding, with remarkable speed, even roads torn up by shell fire only a few days before.

"Development of the motor lorry service throughout England would mean a tremendous boon to commerce and to the suburban sections. We are very badly off for housing in England. The development of motor passenger lines into the open country would of course mean the opening of fine suburban sections. The motor truck route would supply those sections."

"Is there a central body now with power to compel the maintenance of trunk routes?"

"The road board sets aside so much money for certain improvements. A community comes to it and says it needs so much to repair a certain section. The road board gives it the money. The road board can suggest that a certain stretch be put in good condition; but it cannot compel it. If the community refuses, of course the board can withhold the money. The committee wants to see more authority given to the board."

"How urgent is the necessity of giving motor truck relief to the service that the railroads are now rendering?"

"The railroads today do not meet the demands. There is a greatly increasing bulk of freight. In most sections of the country the tunnels are so low that many of the things demanded for new and more modern factories cannot be carried through. Enormous boilers and such devices must be moved on trucks. They cannot go through the tunnels.

Suggests Higher Speed Limit

"In many cases the motor routes should parallel the railroad, but generally speaking they should be laid down for the undeveloped sections. There would be a great saving in time and the labor lost in the numerous times ordinary freight is handled from the time it leaves the factory until it arrives at its destination.

"The control of the highways and development of motor freight routes must be independent of the control of the railways. We fear that if the Government gave the control of the roads to the railroads they would kill the truck proposition, just as they killed the canals. There would not be a real development, for quite obvious reasons."

"What restrictions must be removed from the automobiles?"

"One of the things badly in need of amendment is the old 20-mile speed limit, which came into operation in 1903, as a temporary measure. No one ever thinks of adhering to it. If there is to be a speed limit at all it should be, say, 40 miles an hour on the open roads. Twenty is childish."

Peerless 'Eight' Sets New Record

One of the most remarkable records ever held by any multiple cylinder automobile is that of a Peerless eight. It was the first Peerless car delivered in San Francisco, the date of which was July, 1916. The car has traveled 122,821 miles, or an average of 140 miles per day. It was used by the San Jose-Hollister stage line on a run of 49 miles each way, and during all this time, is reported to have withstood the heavy gaff without a flinch.

An affidavit has been signed by R. C. Matthews, manager for the stage line, under whose direction the vehicle was operated, attesting to the facts. This document is now in the hands of George Peak, general manager for the Pioneer Motor Sales company of San Francisco.

The car averaged better than 14 miles to the gallon of gasoline over the entire distance traveled, and on the original set of tires the car traveled 35,000 miles, one of the front tires giving a mileage of 55,000.

So that the public may readily appreciate this unusual performance of merit, the Pioneer Company, of San Francisco, had the vehicle on display at the third annual Pacific Automobile Show in that city recently.

RUBBER GROWING FACTOR IN AIRPLANE BUILDING

Twenty-seven distinct rubber accessories are used in the construction of a modern airplane. Much of the remarkable airplane progress has been due to rubber's special adaptability to assimilate punishment, to reduce the oscillation of the machine and to lessen the landing shock, according to F. Richard Carroll, district manager of the B. F. Goodrich Rubber Company.

Light weight, efficient cord tire casings with thin treads and exceptionally resilient side walls are of incalculable value in absorbing the terrific shocks of landing, and according to Goodrich officials, their manufacture has assumed really remarkable proportions during the past few years. Very light, yet strong inner tubes and a rubber covering for the spokes of the wheel have been essential equipment for several years.

From time to time new rubber appliances have been found which do the required work better than any other known material. For example, rubber shock absorbers have been recently developed which furnished a long felt want. Rubber grip handles are used on the control wheel and also on the "joy" or stick control.

Rubber grommets for wire protection; rubber pads between the axle and its bed; rubber air and gasoline hose; rubber washers and radiator collars; and protecting strips for petrol tanks are a few of the rubber contributions to the successful conquering of the air. Even the flooring of the large bombing planes is covered with a strong rubber matting.

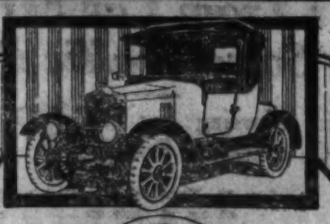
A most important item in the equipment of both army and mail service aviators is the rubber oxygen helmet which greatly extends the cruising radius of the pilot. Instead of breathing air through purifying substances as in the army gas mask pure oxygen is inhaled through the aviator's helmet.

Since the airplane mail service is to be installed on a large scale and with the promise of rapid development of the plane as a means of passenger transportation the manufacture of airplane rubber accessories, principally tires and tubes, is becoming a factor of vastly increasing importance, according to the Goodrich Company.

It is interesting to note in this connection the remarkable degree of efficiency already established in the United States air mail service. During the month of September a total mileage of 10,900 miles was made by pilots in the mail service between Washington and New York, but three interrupted flights were experienced and no flights were defaulted on account of the weather.

MOUNTING TIGHT RIM

Every motorist has experienced trouble in mounting rims. The rim seems suddenly to have shrunk so that the joint persists in striking the wheel felloe. A small screw jack placed in position on the hub can be used to spring the joint of the rim outward far enough to permit the rim to be slipped into place.



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MILEAGE—All kinds of mileage, *without sacrifices*, that is the key to Firestone Leadership.

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Miles of *Security*, with Firestone Non-Skids—Because of the massive letters correctly angled against skid in any direction.

Order Firestones and get *all* these savings as well as long mileage.

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Firestone

Do not believe all you are told—
Trust

the evidence of your own eyes!

We are going to ask a question, of which we can tell you the answer, but we want you to judge for youself and not just accept our statement—

What is the most popular car in Shanghai?

At noon tomorrow, stand outside the Palace Hotel, at the Bund and Nanking Road corner, and

Count the OVERLANDS!

You'll find out for yourself, then, that the Overland is

THE MOST POPULAR CAR IN SHANGHAI

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PRE-WAR STRIDE MADE IN FORD FACTORY OUTPUT

Daily Average Jumps To Nearly 3,000—Other Companies Are Breaking Records

Detroit, June 5.—Inquiry at the Ford Motor Company factory, and actual figures obtained, show that the mammoth automobile plant is nearly back on its pre-war production status, and that the output of cars is again touching the high point.

Figures taken from the books show that from April 28 to May 6, inclusive, 21,761 automobiles were manufactured, a daily average of 2,720. The most productive day in this eight-day period was April 29, when a total output of 3,312 cars was produced, and May 1, the smallest output, 2,651.

For the month of April, which contained 26 working days, the plant's output totaled 869,497, a daily average of 2,689. The actual number of unfilled orders is shown to be 80,283 on April 29, which was increased to 88,528 on May 8. Ford officials are confident that beginning July 1, the daily average output of cars will be 4,000, a figure they are striving for, and that the total for the present year will exceed 1,000,000.

33,650 On Ford Payroll

To produce this enormous output of cars requires the services of approximately 40,000 men. The number on the Ford payroll, which includes the automobile, shipbuilding, blast furance and carburetor plants, is 53,650.

Just as soon as the peace treaty is signed, steps will be taken for building several assembly plants in European countries. Independent factories will be built in Italy, Germany, France and Russia. In the smaller countries, such as Denmark and Portugal, assembly plants will be erected with an average capacity of 100 cars per day. Cadiz and Copenhagen have already been decided upon as cities where such plants will be erected, each to cost approximately $250,000, and by this system the Ford interests expect to be able to place upon the European market at least 500,000 cars annually. It is a question of weeks when the Paris and Bordeaux offices of the company will be opened.

Production of Hudson and Essex cars for 1919 will represent a sales total of $56,000,000, as compared to $28,000,000 during 1918. Output of Hudson cars is placed at $32,000,000 in the schedule and that of Essex cars at $24,000,000.

Commerce To Double Output

It is reported that the Commerce Motor Car Company of Detroit is negotiating with the city of Ypsilanti for a site. It is understood the truck company intends to erect a large plant, more than doubling its present production capacity.

Unless something unforeseen interferes with the schedules of production of passenger cars, trucks and tractors of subsidiaries of the General Motors corporation will show an increase at the end of the year of from 75 to 100 percent over 1918. Output of all vehicles during the first quarter was 82,456, or at the rate of nearly 330,000 annually, which is nearly 90,000 better than the 1918 output. However, in many of the General Motors corporations plants production is still considerably under the pre-war schedule. It is expected that the former rate will be reached during the latter part of the second quarter.

Recent curtailment of the working forces of the mines of upper Michigan to the extent of 2,000 skilled miners and surface workers has augmented the exodus from the copper country to Detroit, Flint, Pontiac and other automobile centers. Of the 2,000 men laid off, practically all unmarried men, the Buick Motor Company of Flint alone offered positions to 500.

Ralph De Palma Sets New World Record

Does 50 Miles In 26m 23.2s At Sheepshead Bay

New York, June 14.—Ralph de Palma, taking the lead in the 13th mile of a 50-mile international auto race at Sheepshead Bay track, today broke all world's records for 50 miles, winning by a third of a lap in 26m 23.2s. The previous record was 36m 57.3s, by Louis Chevrolet over the same track September 22, 1917.

De Palma alternated in second and third position with Ralph Mulford leading for the first 12 miles, but then shot to the front and never was headed. Dave Lewis and Joe Boyer finished second and third, only a few feet apart.

At 30 miles de Palma's time was 15m 53.8s, wiping out a world's record of 16m 20.3s made by Mulford in another race scarcely an hour previously. His time for 40 miles was 21m 39.4s, and his average speed for 50 miles was 114.5 miles an hour.

Dario Resta had engine trouble and quit the race on the first lap. Ira Vail retired for a similar cause in the fourth.

Four races, two at 10 miles each, one at 30 miles and the 50-mile event, made up the program. Mulford won the 30-mile and one of the 10-mile races, the other 10-mile event being won by Thomas Milton.

WATER ON HEATED BRONZE

Never forget that cooling with water a bronze bearing that has been running hot is the last thing to do. The best thing to do is to wait for the bearing to cool in the ordinary course of events, but if you are in too much of a hurry for this, cool it with oil instead of water.

Care Will Avoid Tire Disasters

Expert Tells Of Points To Watch In Casings—Splendid Advice

How many times have you slowed down along the highway and commiserated with a man who was sweating copiously while changing a tire, and then drove on serene in the knowledge that it was not your car that had tire trouble?

"A great deal of this tire trouble could be eliminated by motorists if they would only pay a slight degree of attention to their equipment," says an expert service man.

"The main trouble is that motorists allow their tires to wear too long before they get new ones or have them repaired. When a casing is worn down to the fabric, it is time to take that tire off and get a new one and use the old one only for emergencies. When you start out on a trip be sure that you have good tires all round. There is no more annoying thing than blowouts on or trouble while traveling in an automobile.

Spoils Party

"Tire grief often breaks up a happy party, because the man who has to do the work is dressed in good clothes and necessarily does not want to get dirty. He takes off his coat, rolls up his sleeves and starts. He cusses loudly and long, and the women in the car hold their ears.

"With proper care a great deal of this trouble, if not all, could be eliminated. One thing a motorist should do which he does not do now is to keep the tires inflated to the proper air pressure, so that there is no excuse with their tires.

"If the tire is allowed to run flat the side walls soon become weakened, and then break and the tire is worn out long before its usefulness should have ended.

Watch For Cuts

"Then, too, take care of tire cuts. If these cuts are allowed to develop they will mean blow outs and a lot of grief. Sand and water work into these holes in the rubber, and with the continued grinding as the wheel revolves, there is a wearing action that is impossible for the rubber to resist. Soon these particles wear clear through the tire, and there is a blowout.

"Stop these cuts up with putty after you have cleaned out the holes. This will prevent foreign matter from entering and do more good than you think.

"A little attention to tire equipment will mean a lot of money in your pocket at the end of the year, more than you realise.

"With the decline in tire prices has come an enormous demand. Before the drop was announced we were kept busy supplying tires, but now the demand is greater than ever."

In crowded traffic do not apply the brakes suddenly unless it is absolutely necessary. It may be that the vehicle following cannot stop as quickly as you can. If this is the case a collision is sure to result.

Motor Truck Trailer Carried Forty Tons

Heaviest Load Ever Attempted Successfully Hauled On Rubber Tires

Carrying a load that would more than tax the capacity of the average railroad freight car, the heaviest load ever carried on rubber has been transported by a motor truck trailer owned by Allen Brothers, Los Angeles, Cal. This super-truck successfully carried a forty-ton load recently.

The "Coast" trucking contractors designed and had built this trailer truck with a carrying capacity of 100,000 pounds. The truck itself weighed 12,700 pounds, and the specially designed rear wheels weighed 2,050 pounds each. The wheels of the truck are equipped with Goodrich Solid Truck Tires, and the tremendous overload placed on these tires adequately proves their strength. The truck is shod with four 40x10 tires and the trailer with two 40x12 tires.

The first load carried by this giant truck—the one shown in the picture—was the cylinder of a marine engine, transferred from the iron works where it was cast, to a shipbuilding drydock—a distance of twenty-three miles—in two hours and forty-five minutes' time. The cylinder weighed approximately forty tons.

In order to secure the proper traction the truck was ballasted with an engine stand weighing nearly seven tons—a cargo in itself considered tremendous for a motor truck. Among other big tasks scheduled for Allen Brothers' truck is the transporting of the rifle barrels for the mammoth sixteen-inch coast defense guns to be installed in Fort McArthur near Los Angeles. The two-wheeled trailer is pulled by a six and one-half ton Packard truck.

The demonstration proves that the power of solid tires to carry ponderous loads is almost limitless. It further points out that truck and tire manufacturers have solved heavy transportation problems and that lack of adequate highways is the only drawback to extensive heavy transportation over the roads of the country.

Fiat Has Imposing War Time Record

While it is generally known that the Italian automobile industry increased enormously in size and importance during the war, few definite figures regarding production were issued whilst the war was in progress. Some idea of the tremendous growth of this industry can be gathered from figures which have been issued by the Fiat Company. This firm, which is equal in size to all other Italian motor factories combined, and which during the war employed more workpeople than any other motor car factory in Europe, produced a total of 56,069 motor lorries and touring cars during the four years of the war. Practically all this material was for use with the Allied armies, which accounts for the fact that lorries predominate with a total of 50,403, touring cars numbering 5,666.

These figures cover the years 1915, 1916, 1917 and 1918. No account is taken of the year 1914, for it was not until the spring of the following year that the Italian factories seriously turned their attention to an increase in their production.

In addition to motor vehicles, Fiat also became one of the biggest aviation engine producers in Europe, the total number of engines produced being 12,357. These had a total horsepower of about 3,600,000. All Fiat aviation engines were of the water cooled type. The first to be built was a 6-cylinder 250 h.p., followed by a modified type developing 300 h.p. To this was added a 700 h.p. 12 cylinder engine, being the largest single aviation engine in the world. This latter was built in large numbers during the last two years of the war. Finally the Fiat Company had designed a high efficiency 400 h.p. 12 cylinder engine, but not many of these had been built when the armistice was signed.

Airplanes were another important feature of the Fiat production during the war. In all seven distinct types were built in quantities. Beginning with the Savoia-Farman, the Fiat Company advanced to big, fast bombing machines and finished its series with the BR bomber and reconnaissance machine which, with a useful load of 1 ton had a horizontal speed of 163 miles an hour, and is still the fastest airplane in the world. The following figures show the detailed production of the Fiat factory during the war:

Touring Cars:		
Year	1915	989
,,	1916	472
,,	1917	1,967
,,	1918	2,238
Total		5,666
Motor Lorries:		
Year	1915	6,657
,,	1916	12,225
,,	1917	17,217
,,	1918	14,304
Total		50,403
Aviation Engines:		
Year	1915	219
,,	1916	1,426
,,	1917	2,863
,,	1918	7,849
Total		12,357
Total horsepower		3,600,000

TRIUMPH CYCLES

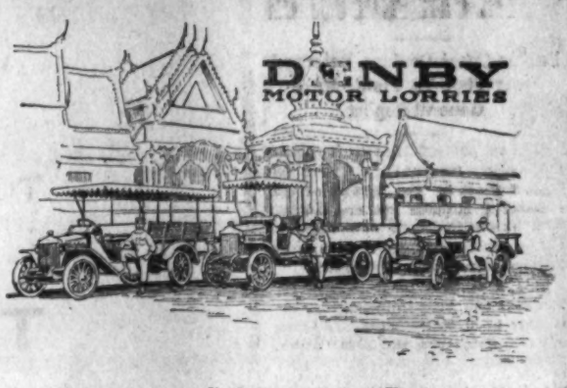
TRIUMPH Cycles are as near perfection as it is possible for human effort to achieve. Tried by the supreme test of actual warfare, TRIUMPH Cycles have been equal to the heaviest demands made upon them. They have triumphed over every obstacle and are now at your service for the demands of peace.

Write for Lists to:

Triumph Motor Cycle Co.,

Coventry, England.

DENBY MOTOR LORRIES



Economy and Convenience Paramount

SPACE is too meagre to enumerate each single point the designers of Denby lorries figured out scientifically for economy and convenience to the user. Simple statements of Denby merits might seem like egotism.

We prefer to let the user speak its praises. Detail specification in our catalog will impress upon you the reasons for the Denby's popularity.

Load capacities: 1, 2, 2½, 3½, 5 tons.

Agent: E. W. FRAZAR, Tientsin and Peking

DENBY MOTOR TRUCK COMPANY

Export Department, Singer Building, New York, U. S. A.
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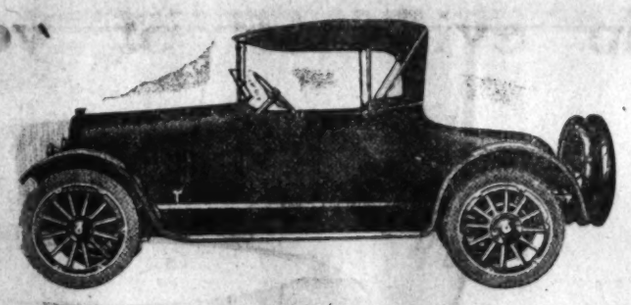
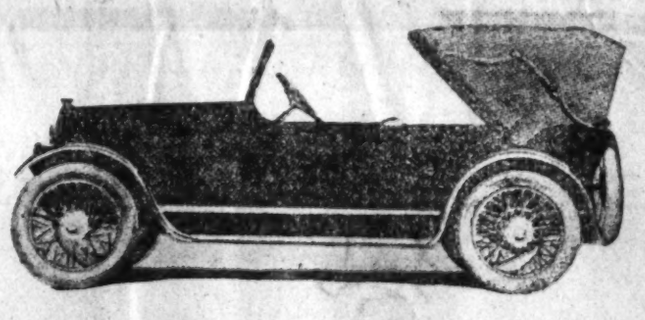
KING EIGHT CYLINDER

"THE CAR OF NO REGRETS"





Ready to Race

But not every day is a work day.

With your King you sacrifice none of the holiday joys—you are equally as ready to race as to romp—you have your "sporting" range.

You may master the road whatever the adverse conditions; you may make Time laugh at Distance.

You have only to open your throttle wider to release her double poppets and utterly change the character of her performance.

Gone now the soft flow of sixty-horse-power "loafing"—as you reach her "sporting" range there comes a deep growl of brute power, all-conquering.

In her "sporting" range she is as mighty as she was gentle in her "loafing" range.

The King owner has a big advantage because he can experience the joy of these startling contrasts in performance—and the practical economy gained without sacrifice.

"Sporting" Range

THREE-PASSENGER ROADSTER

"FOURSOME" with Victoria top

SEVEN-PASSENGER TOURING CAR

Ready to Romp

An effortless, light-hearted frolic!

That's what the King Eight makes of the ordinary day's work of utility driving.

The soft, easy flow of sixty-horse-power makes it a romp.

Would you crawl at a snail's pace behind retarded traffic? You may do so with utter smoothness.

Does the traffic open up? The advantage is yours for you have the "pick-up" to leave the cars about you as though they were stalled.

And the limit of speed for the open streets is a romp for your sixty horse-power.

And you waste not at all.

For all this is done in your "loafing" range of power—on half rations.

Many a lesser powered six—even many a four—would starve on the fuel that carries your King romping through the day's work.

"Loafing" Range

King Cars are fully equipped, including two extra oversize tyres

ARKELL & DOUGLAS, INC.

38 Canton Road *DISTRIBUTORS* 'Phone: Central 2002

MARMON FACTORY RAISES ITS CAR PRODUCTION

Pacific Coast Dealers, Returned From Visit To Plant, Make General Report

Eastern automobile factory officials are looking forward to one of the biggest years in the history of the automobile business and are making their production plans accordingly if the information brought back from Eastern centers may be credited.

This is at least the case with the Nordyke and Marmon Company, according to Al G. Faulkner, California Marmon distributer, and E. E. Caister, vice-president and general manager of the Al G. Faulkner Company, two prominent local automobile men who have just returned to the Pacific coast from the Marmon factory at Indianapolis.

"The production plans of the factory for the coming months simply amazed both Caister and myself," said Faulkner yesterday in discussing the situation. "F. E. Moscovics, vice-president and general manager of the Nordyke and Marmon Company, took us into his confidence and outlined in detail the future production schedule.

Production Increased

"The increasing demand for the lightweight quality Marmon makes such a large schedule of production absolutely necessary, according to the Marmon vice-president, and even then the fear is expressed that the factory will not be able to take care of the demands of distributers.

"Throughout the State the demand for the Marmon has shown a decided increase even since our start for the East, and there is every indication we will be flooded with orders during the fall and winter months.

Builds Closed Cars

"The reports from other large distributers throughout the country also bear out our local experiences of the increased demand for the inclosed type of car. This is probably accounted for by the fact of its greater comfort, the protection that it affords motorists and the economy of the Marmon inclosed models.

"The factory, to meet this demand on the part of the motoring public, is planning for larger prodnction of inclosed models.

"The Marmon factory is today one of the most notable factories in America. Nine acres are covered by the motor factory alone and every part is most modern in design and construction. The factory is now equipped as never before to produce cars in volume, and they are going to take advantage of their opportunities for quantity and quality production.

"The interesting part of this announcement to us of course is the fact that we will receive more cars than ever before. That the shortage of models that has been worrying us for months will at last be a thing of the past."

A PLAIN STATEMENT

TO THE MORE THAN 2,000 MOTOR-CAR OWNERS OF SHANGHAI

THE EXCESS INSURANCE CO., LTD.

HEAD OFFICE: ROYAL EXCHANGE BUILDINGS, LONDON: FUNDS £2,152,660

offers you the following advantages:

CLAIMS
Prompt settlement. Repairs not involving a sum of over Tls. 50 may be put in hand at once by Assured.

THEFT COVERED
Including theft of spare parts, rugs and any of the paraphernalia that an owner often carries in his car.

NO CLAIM
10% allowed off first renewal premium when no claim has arisen: 15% off second and subsequent renewals.

POLICY TRANSFERABLE
Policy may be transferred to other owner or to cover other car.

REBATES
Rebates are granted, for reduced risk, on a liberal scale.

TRANSIT RISK
The transit risk includes shipment to and from any ports in China.

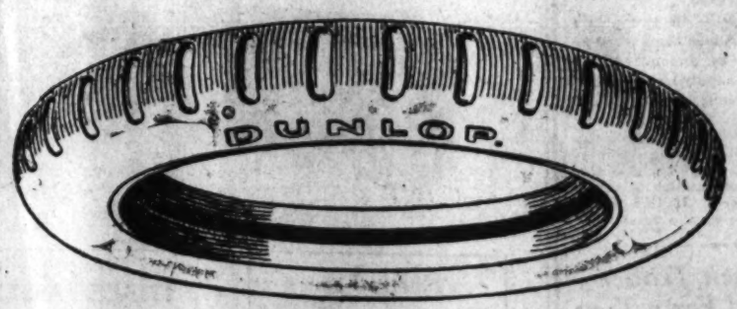
This company's premiums have been arranged to meet the actual risks incident to running a car, and will be found to be the cheapest obtainable. The facilities of this insurance are extended to meet practically all demands, except to pay fines for furious driving, the cost of renewing punctured tyres, and of maintaining a car against wear and tear.

Write for Prospectus, which gives full information, to

C. E. SPARKE INSURANCE OFFICE

AGENT

EXCESS INSURANCE COMPANY, LTD.



"From the mill to the scrap-heap—with a large measure of good service in between!"

That's how we regard our responsibility for each Dunlop Tyre offered for sale.

There is no barrier in the shape of a mileage guarantee between the Dunlop Rubber Company and its clients; because we recognise that our responsibility for each tyre remains until fair wear and tear shall have determined its long and useful existence.

DUNLOP

RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry.

Phone, Central 2248 20 Kiukiang Road Cables: "Pneumatic"

GMC 1½ TON TRUCK MAKES GREAT RECORD

After Twice Crossing The Continent, It Is Sold For Private Service

After twice crossing the United States from Seattle to New York, a one and one-half ton GMC truck has entered on a new life in the service of a private truck owner. Moreover, on resale, even with the long mileage record of a double transcontinental journey, the truck brought within $600 of its original selling price.

The truck in question is that driven from Seattle to New York by William Warwick with a load of condensed milk and then driven back again by Warwick. This truck made one of the most remarkable and memorable runs in truck annals.

"The record made by this GMC in its journeys from coast to coast," says O. E. Stoll, Manager of the GMC New York branch, "was conclusive evidence in itself of the ability of our trucks to do hard work and to surmount the greatest obstacles of overland travel. After more than 10,000 miles of the most gruelling travel, which the truck had in its two trips across country, it would have been no disgrace to the construction and ability of the truck if it had required considerable overhauling and revamping before it was sent out on any other work. As a matter of fact, I am told the truck came through in such splendid shape that nothing was needed for it except such a going over as any truck should have once a year.

"For this truck to be sent back to New York again and there be sold to a truck user for everyday work speaks even more for the truck's ability and for its stamina. And on top of that to have the selling price only $600 below the original list price of the truck is the most convincing evidence of the regard in which our trucks are held.

"Personally, I believe that the standing a motor vehicle has in the used car market is often the best evidence of its real standing. In other words, the number of motor trucks of any make for sale as used trucks and the price is a good indication of the way these trucks are performing for business men and of their value in terms of longevity."

THE TIRE VALVE

The driver of a truck or converter using pneumatic tires must be careful never to leave the end of a tire valve uncovered. If the cap is lost a bit of leather or rag should be fastened over the stem with a string or a rubber band. If dirt or grit is allowed to enter the valve, trouble will result.

Cadillac Plans Great Factory

Seven-Million-Dollar Plant Is To Be Erected At Detroit

The important announcement was made last week that work is to start very soon on a new $7,000,000 factory for the Cadillac Motor Car Company in Detroit. Full details of this gigantic building's plans were not announced, but it is known that ground has already been obtained and plans completed for the erection of a new factory building in the western part of Detroit, new shipping facilities and a new salesroom and service station for the Detroit retail business.

This is part of the extensive building plan announced by the General Motors whereby $37,000,000 will be put into new plants and improvements for the numerous General Motors units.

The Cadillac factory will be the most modern in the world and parts of it will be ready for occupancy within the next six months. The present Cadillac plant is one of the largest and best equipped in Detroit and when the Cadillac Company moves into its new buildings the present plant will be turned over to General Motors interests. During the last year an entirely new plant was built for the Liberty Motor work done by the Cadillac company. This is now being used by the passenger car mechanical department.

In view of these immense improvements made by the motor industry, it is interesting to note that within a very short time the people of the United States have purchased over 6,000,000 motor cars since the birth of the industry, representing a total investment of over $6,000,000,000. This can be fully appreciated when it is realised that only a few years ago the horseless carriage was a curiosity.

CLEAN DISTRIBUTOR HEAD

Owners of cars fitted with battery ignition systems sometimes go to unnecessary trouble cleaning the spark plugs and the like because of misfiring, when this is due simply to dirt or carbon on the track of the distributor head. If the track becomes sooted so that the spark jumps from one terminal to another, preignition is likely to result. The easiest way to test for such trouble is to substitute another distributor head of the same model and observe the effect upon the operation of the engine.

MAY MAKE ENGLISH MOTOR CAR IN AMERICA

British Engineer Goes To States To Join Ranks Of Industry There

The recent arrival in America of Laurence Pomeroy, one of the leading automobile engineers in England is of more than ordinary interest in the American motor industry in view of the announcement that he goes there to investigate the possibilities of manufacturing the Vauxhall car in the United States. It is one of the well-known English cars.

H. Massac Buist, the motor critic of The London Post, discloses the fact that Mr. Pomeroy made an arrangement with the Vauxhall Company in December to come to America to investigate and report upon the prospects of floating a company to build a suggested Pomeroy-Vauxhall car under license. He has six months, it is said, to complete his plan in America, after which his connection with the Vauxhall Company as consulting engineer lapses.

"As far as he is concerned," adds Mr. Buist, "he has made up his mind to work in the United States hereafter, therefore Europe is the poorer by his transferred talent. As far as the Vauxhall Company is concerned, if its cars were made in the United States the fact would create a precedent, and the firm would reap certain taxable profits by way of royalty and irrespective of labor conditions here."

The English writer says that Mr. Pomeroy's desire to establish an English car in America is because he believes the United States affords more scope to automobile engineering than England. As to his ultimate success, the statement is made that the American motor trade is a "very close corporation," and Mr. Buist states that it prevented, just before the war, a plan to manufacture another British car there.

"As showing," he adds, "that it is possible on occasion to secure the consent of the powers that control the American motor industry to the reproduction of European cars in America, there is the case of the Fiat Company of Turin, which for years has had in America large works, where cars of popular types are made in considerable quantities."

The making of Fiats in the States was abandoned over a year ago, but it is rumored that the manufacture may be resumed in the near future.

TO CLEAN BOLT THREADS

Every car owner who cares for his own vehicle has had more or less trouble with grit and other foreign matter getting into the threads of bolts or in the tapped holes about the chassis. It is hard to dislodge this dirt, except by a special thread cleaner of some kind. By taking a fairly stiff piece of wire and bending the two ends at right angles to the body of the device and filing these ends to fit the threads of the screw a very efficient little cleaner is produced.

FOR DENTS IN FENDER

It is poor practice to try to iron out dents in the fenders by hammering them with a block of wood, without removing them from the chassis, as so many car owners do. Inevitably this treatment leaves the fenders battered in appearance, and it may even cause extensive damage. The only safe method is to remove the fender from the car, place it on the bench and hammer out the dents with a mallet and block of wood shaped to fit into the curve of the fender.

GOOD ADVICE

Grease cups serve an extremely useful purpose in bearings that are exposed to dirt, because the grease is continually working out of the ends of the bearings, which tends to prevent the entrance of dirt. Care must be used to screw the cups down until the grease begins to show at the end of the bearing. Also the utmost care should be taken to keep the supply of cup grease clean; keep the pail or other receptacle in which it is kept covered. Grease cups should be wiped off before they are unscrewed so that dirt will not be carried up inside.

BALL BEARING CAR

Few owners pay the attention to the ball bearings that these latter deserve. They usually wait until the garage man calls attention to the injury done by breakage. At least once in six months ball bearings should be inspected, the rough or worn balls replaced with perfect ones and the ball run filled with graphite grease.

FIRST AUTO STORE

The first automobile supply company was organised in St. Louis, Mo., where a retail store was opened in 1900.

Columbia Dry Batteries

When Your Engine Stops

When family auto, truck, tractor, or motor boat chokes up and loses its gait, it is then that you realize the advisability of carrying an extra set of **Columbias.**

Columbias put the spark of life into engines, autos, trucks, and tractors; they ring bells, give speech to telephones, light lanterns, make motor boats go.

Wherever battery power is needed, **Columbias** are the simplest source—full of energy to the very brim. Steady, reliable—proof against trouble.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made

Dealers—Immediate deliveries can be made. Write for catalogues and details from

Anderson, Meyer & Co., Ltd.
4 Yuen Ming Yuen Road
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KAPODRY FOR MOTOR HOODS

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THE Exact Materials used by BRITISH WAR OFFICE for their WATERPROOF COVERS

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ALL MOTOR BODY FITTINGS

Write for List to:—

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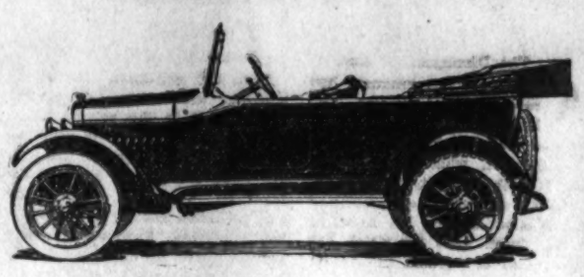
MAXWELL CARS



HALF the joy of motoring would be lost, if one could not ride with perfect ease.

Maxwell Motor Car owners delight to ride all day in their Maxwell Cars. Whether one drives or rides in the tonneau, there is a certain ease that stamps the Maxwell as an exceptionally roomy, easy-riding, popular-priced motor car.

Nor is the comfort in any degree sacrificed by the thought of what the petrol or tyre cost will be. Maxwell Motor Cars are easy on the driver, the rider and the purse.

MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.

John D. Williams and Company
Export Distributors
2 Rector Street, New York

Cable Address: "Liandum—New York"

More miles per gallon
More miles on tyres

E. W. FRAZAR & CO., 5 Rue de Paris, Tientsin.
THE SHANGHAI GARAGE CO., LTD., Bubbling Well Road, Shanghai.
SILVA-NETTO & CO., Hongkong.

Savage Tires

are made of the best materials that can be bought, in the most careful and workmanlike manner, in a factory whose motto is—"Quality first, last and always."

SAVAGE TIRES GIVE THE UTMOST IN MILEAGE

SAVAGE WRAPPED GRIP TREAD, SAVAGE PLAIN TREAD
SAVAGE GRAFINITE TUBES

Especially made for hot climates

The Shanghai Horse Bazaar & Motor Co., Ltd.

Garage Telephones: West 1202 and 1213

Health, Beauty And The Home

Making Housework One's Profession

By Mrs. Christine Frederick,
The Distinguished Authority on Household Efficiency.

AFTER the girl graduate has received her diploma and laid away her gown and pressed the roses from her graduation bouquet, what does she do next? In the majority of cases she looks for a position or concretely thinks about earning her living in a half dozen ways for which her course may or may not have fitted her.

She may expect to teach and so wait until the Fall. She may take up nursing or enter any number of commercial lines. But in all this planning of her future work why does she so seldom think of housekeeping as a profession? The chances are that she never gives it a thought or, at least, never seriously considers it as a possibility of a genuine career. Whereas as a matter of fact housekeeping in its modern ramifications offers a wide field with pay and opportunity as desirable as many in the business world office.

In recent years there has been developed the work of visiting housekeeper. This means going from house to house assisting industrial families with their special problems of diet, meal-planning, family expenditure, etc. The work is conducted by many social organizations and also by some large employers of labor. It is also carried on among farm families in some States under the auspices of the State school of agriculture. The work is interesting, has a social stimulation and is splendidly adapted to a young woman with a serious purpose.

Another phase of professional housekeeping is that of housekeeper for Y. W. C. A. houses, sanitariums and private schools. Many city clubs of the best sort also demand trained women workers for such positions.

The chief housekeeper in a large hotel holds a position of responsibility and executive trust equal to many of the most important posts in the business world.

As a lunchroom manager a girl has a wide field of usefulness. There are hundreds of day schools, cafeterias, etc., which need a woman trained in buying values who can combine practical experience with theoretical knowledge.

Last, but not least, the field is opening wider for the trained housekeeper in the private home. Let this position not be confused with the old-time servant job. Today even the private home is demanding efficiency, intelligence and executive ability in the household employee. Such workers have definite hours off, based practically on an eight-hour day; they are addressed by their last names and in addition to a generous salary they have their board and room supplied.

There is special opportunity for those who can become skilled buyers of merchandise to become caterers for the eating clubs so often found in large business houses. These women need to know how to arrange meals, how to buy at the lowest market price and how to obtain satisfactory results from servants.

These are only a few of the positions open to the trained young woman of modern housekeeping. It may be, of course, that she has a peculiar bent toward teaching or nursing, but why not at least consider the possibilities along the lines of making people comfortable, of feeding them, and of taking care of their homes?

Surely many young women would prefer work in a home to the impersonal routine of an office. The only reason why so many hundreds of young women have entered commercial positions seems to be because of the pay and social advantages offered. If these are made equal in the housekeeping position would not the latter appeal to a large group of women?

On a basis of pay alone the housekeeping position generally offers more than even teaching or business. The pay of grade teachers in New York City is practically $65 a month, out of which board and room must be taken. In many small towns the pay is much less. And in spite of all that has been said of high office salaries the women who receive even as high as $20 a week are comparatively few. Compare these wages with that of even the least of the housekeeping positions which pay from $40 to $70 per month, including board and room. The net amount that a girl can save in such a position is far greater than in a great many teaching or office jobs.

Another point to consider is that while on her graduation day a girl many not contemplate matrimony and may say that she is "unalterably vowed" to a "career," the chances are that she will marry sooner or later and take up family life. The business, teaching or nursing position does not prepare the girl in any way for marriage, but the housekeeping position does. It also keeps alive her emotions and encourages her feminine attributes more than the commercial job. From this point of view housekeeping position takes precedence over all others.

Each year sees more and more women who desire to marry and at the same time keep up their practice of law, medicine, etc. How are such women going to do this unless they can employ other women who have made a profession of homemaking and who prefer this work? A body of trained housekeepers should be slowly evolved to help solve this feminist problem at the same time that they earn good pay in a work which they themselves prefer.

Let every girl after graduation think of the possibilities of the simple but universal work of the home. We can very well get along without more lawyers; we may even part with some of the clerks and factory hands now employed. We certainly should get along with fewer doctors, but it is difficult to see how we can get along with fewer cooks.

In spite of our increasing refinement and intellectual polish we still must eat three times a day, even more regularly and surely than the first cave man. It remains with the girl graduate to say how happily and efficiently the families of the future will accomplish this.

Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO

"If the head be held proudly, the chin up, the muscles of the neck will also be held firm."

The Secret of a Pretty Neck

By Lina Cavalieri,
The Most Famous Living Beauty.

NO woman likes to talk about it. She would even like to forget it entirely if she could, but the approach of old age is soon made manifest to her in many ways that cannot be ignored or overlooked. And it is in the neck that the very first encroachments are observed.

Look at yourself with critical eyes. Is your neck beginning to look old? Is the skin growing wrinkled and flabby? Is the skin looking yellow? Is it no longer a source of pride and pleasure to wear a V-shaped or low-cut gown?

Well, then, you need not despair, for the ageing neck is not an infallible sign of growing old. It is only one of them. And you have my assurance that you can make it look youthful again. Oh, yes, you can! For proof of this let me point you to the great singing teachers and to the great singers who are their pupils. Almost every one of them—indeed, I can think of no exception—has a soft, round, white and youthful-looking throat. You can have a pretty neck when you are seventy if you are willing to take a little trouble now.

To do this properly you should begin giving the neck special daily attention before you are thirty. It were even better if you began when you were twenty-five.

First, you must look to its careful feeding. Give it at least one good meal a day by rubbing cold cream liberally into the front of the neck before retiring. Also, you should look very carefully to the pose of your head. If the head be held proudly, the chin up, the muscles of the neck will also be held firm. But if you permit the head to droop the neck muscles will share the sagging.

Never lie with the head high. One small pillow is enough for any one. If you can dispense with the small, flat pillow and lie with the head and feet on a level so much the better for the neck.

The neck thus trained and with the additional training of deep breathing should never grow old If the neck no longer retains its firm aspect, then I would advise every woman to take vocal lessons for herself, even though she have no liking for music, simply for the sake of the beauty of her neck. The most beautiful necks in the world are those of singers.

However, if these preventive measures have been neglected and the neck is gradually losing its plump roundness then I would advise you very earnestly to have recourse to that great body builder—massage. There is a special massage for the neck and it must be intelligently done.

First, strengthen the chin muscles by pressing firmly upon them with the backs of the hands. Turn the hands with the backs upward and let the finger tips meet beneath the middle of the chin. Press with all your strength on the muscles of the chin, working backward and upward behind the ears to the hair-line.

Second, with the tips of the finbers quite meeting at the point of the collar bone in front, draw the hands with long, slow strokes upward to a point beneath the ears. This is a good muscle-building movement.

Third, slap the neck smartly with the palms.

Fourth, "lift" the tendons at the side of the neck that are inclined to grow more prominent and "ropey" each year. This lifting consists in seizing the tendons in a firm grasp and seeming to raise them to meet the head. This is painful and may even cause a slight headache at first, but these are only nature's protests again the unaccustomed. Even nature is an old fogy about innovations.

Fifth, grasp the large muscles at the back of the neck, connecting with the shoulders, and "lift" these also. Raise them as though it were your purpose to place them in the curve of the neck. This should be followed by a vigorous kneading of the muscles.

The aim of these massage movements is to promote circulation in the neck. The yellowish, witherd-looking skin denotes that the blood flows weakly in that part of the body. The flabby muscles indicate that the muscles have not been well exercised. A good developing exercise for the neck is to let the head lie as far back as possible on the shoulders, then roll slowly from one shoulder to another.

Household Hints

Covering Buttons.

IF button molds are covered with soft flannel before putting on silk or other fine material they will look and wear longer.

Saving Starch.

IF you have more starch than you need drain the water off and let it harden. The cake that forms can be broken in pieces and used again.

Boiling Clothes Pins.

PUT new clothes pins in boiling water before using and allow to cool. This will prevent their splitting and make them last for years.

Muslin for Mouse Traps.

TRY tying the bait for the mouse trap in a piece of muslin. In his efforts to gnaw through the muslin the mouse is almost certain to spring the trap and be caught.

A Guest Chest.

HAVE a guest chest and in it keep the sheets and pillow slips for the guest bed. Also keep there a fresh kimono, pajamas, slippers, towels, fresh soap, toilet articles and everything that will add to the comfort of a chance guest.

Some of My Favorite Cooking Recipes

By Mary Lee Swann,
Principal, Scudder School of Household Arts.

Asparagus au Gratin.

ARRANGE little bunches of cooked asparagus tips on slices of toast in a greased baking dish and pour cream or Bechamel sauce over the tips. Dredge generously with grated American or Parmesan cheese. Set in oven to melt cheese.

Italian Tomato Sauce.

MELT 4 tablespoons butter substitute or drippings and fry ½ cup finely chopped onions, ½ cup grated turnip, ½ cup grated carrot and ½ cup finely minced green peppers in the fat until tender. Then add 2 cups of cooked tomatoes and 2 teaspoons salt. Cook 5 minutes, pass through strainer, reheat and thicken with 2 tablespoons flour diluted with 2 tablespoons of cold water. Let boil 5 minutes, stirring constantly.

Strawberry Cottage Pudding.

CREAM 1-3 cup butterine, add 1 cup sugar and 1 well-beaten egg. Add alternately 1-3 cup milk and 1¾ cups flour mixed with 3 teaspoons baking powder. Turn into greased shallow pans and bake about 25 minutes. Serve with crushed strawberries sweetened to taste. Creamy sauce or whipped cream sweetened to taste may also be used.

Frozen Tomato Salad.

TURN 1 quart of tomatoes from the can into a bowl and let stand for one hour. Bring to boiling point, add 1 teaspoon salt and pepper to taste. If you prefer a slightly sweet salad, add 2 or 3 tablespoons sugar. Press through sieve, cool, pack in ½ pound size baking powder or cocoa cans. Place in fireless cooker, surround with ice and salt, using 3 quarts ice to 1 part salt and let stand three or four hours. Serve with plain or cucumber, mayonnaise dressing.

Macaroni and Brussels Sprouts

COOK ¼ pound macaroni in boiling salted water for 15 minutes, then drain and cut into half-inch pieces. Trim and wash 1 quart box of Brussels sprouts and soak them in cold salted water to which a little vinegar has been added, so that all insects may be drawn out. Cook them in boiling salted water until tender, drain and chop them. Put a layer of the Brussels sprouts into a greased baking dish, then a layer of macaroni and alternate until all the macaroni and sprouts are used. Mix ½ teaspoon salt, ½ teaspoon paprika and a little cream or milk and pour over the mixture, using enough milk or cream to entirely cover the top layer. Dot with a little butter and bake in a moderate oven until browned. Serve hot.

Oatmeal Cracker Cakes.

CREAM ½ cup shortening, add 2-3 cup sugar gradually; then add 2 tablespoons corn syrup and blend thoroughly. Add 2 well-beaten egg yolks. Sift 2-3 pound rolled and sifted oatmeal cracker crumbs with 3 teaspoons baking powder, ¼ teaspoon salt, 1 teaspoon cinnamon and ¼ teaspoon nutmeg. Add sifted dry ingredients to first mixture alternately with 1 cup milk. Fold in slightly beaten whites of 2 eggs and ¼ teaspoon vanilla. Bake in small well greased muffin pans. Cover with melted chocolate and decorate with blanched almonds.

Salad Rolls.

MAKE a sponge with 1 cup milk, ¼ cup milk in which has been dissolved 1 yeast cake and about 1½ cups flour. Beat thoroughly, cover and set aside in a warm place (about 70 degrees Fahrenheit). When light, add ½ teaspoon salt, ¼ cup melted butter and flour to knead. Knead until elastic. Set to rise in a warm place. When doubled in bulk cut down and shape into small balls. Set to rise again. When light, press the handle of a small spoon deeply across the centre of each biscuit, brush with melted butter and press the edges together. Place the rolls close together in a greased baking pan. Rolls may be given a glossy, brown crust by brushing them with a little egg yolk diluted with cold milk just before taking them from oven.

Pimiento Sauce.

MELT 2 tablespoons butterine, add 2 tablespoons flour and blend well. Add 1 cup milk, ½ teaspoon pepper, a dash of paprika and ½ teaspoon salt. Stir until smooth and thick. Then add 2 pimientoes which have been rubbed through a sieve.

Italian Macaroni.

COOK ¼ pound macaroni in boiling salted water until tender, then drain and rinse well with cold water. Melt 2 tablespoons of butter or butter substitute, add 1½ tablespoons flour, and when well blended add ¼ teaspoon paprika, salt to taste, ½ cup rich stock and ½ cup of cooked and strained tomato pulp. Stir until smooth and thick. Add the drained macaroni and stir occasionally with a fork. When thoroughly heated add ¼ cup of grated Parmesan or any favorite cheese, mix well with fork and serve immediately.

Macaroni Baked with Peanut Butter.

COOK 1 cup of macaroni, broken into small pieces, in boiling salted water for about twenty minutes. Drain and rinse well with cold water to prevent macaroni from sticking. Turn into greased baking dish. Scald 1 pint of milk in top of double boiler and add gradually to ¼ cup peanut butter, stirring constantly to keep from lumping. Add 1 teaspoon salt and pour over macaroni. Cover and bake in a slow oven about thirty minutes. Then remove cover, sprinkle with buttered bread crumbs and bake until crumbs are brown.

Beauty's Question Box

MY lips chap very easily and always have a dry, parched look. Can you give me a good remedy for this?—M. S. O.

For lips that are disfigured constantly by that dry, parched look I would advise this pomade, which should be applied every night and massaged freely into the lips before falling asleep:

Castor oil	6 grams
Cocoa butter	20 grams
Oil of birch	4 drops
Extract of catechu	2 grams
Essence of star anise	10 drops

MY hair is not in very good condition, but I do not like to shampoo it with soap because that is so drying. What else could I use?—M. H. K.

For a cleansing and refreshing scalp wash for the hair I know of nothing better or more grateful than this: Steep a pound of rosemary twigs in boiling water. Let them remain in the water for twelve hours. Strain the liquor and add to it a half an ounce of Jamaica rum. After the shampoo then apply this tonic:

Sulphate of quinine	30 grains
Tincture of cantharides	1 ounce
Glycerine	1 ounce
Powdered borax	15 grains
Alcohol	2 pints
Water	2 pints

DO you know of any harmless way by which I could reduce my bust from four to six inches? —MRS. J. C. D.

Much distress and suffering will be averted if you will make a point of dieting carefully and taking all the out-of-door exercise you can, as anything that will reduce your general bodily weight will also tend to reduce the size of your bust. A simple daily exercise of throwing the arms out and back over your head or of striking out vigorously in front as if delivering a blow will quickly reduce the size of the bust, which may be still further lessened by bathing it gently several times a day in water that is salted and very cold.

FROM doing housework my hands are always cracked and unsightly looking, although I wash them often. Can this condition be improved?—MRS. JAMES B.

The cracked, unsightly condition of your hands is due largely to a lack of oily secretion in the glands of the skin. The too frequent bathing in hot water, the excessive use of soaps containing harmful alkali, or a generally inactive condition of the perspiratory glands are responsible for this. Massage your hands with cocoa-butter, or a pure cocoanut oil.

How Poor Cooks Make Drunkards

THOUSANDS of periodic drunkards begin a spree, unconsciously seeking in alcohol a temporary appease from the nervous harassings growing out of their inability to assimilate the unconscious criminality of the kitchen. The average wife of such an unfortunate would resent with indignation the charge that she was largely responsible for her husband's humiliating drunkenness, but such is often the case, says Dr. Robert S. Carroll in "The Mastery of Nervousness."

Not only does ignorant cooking frequently produce the craving for alcohol, the demand for the soothing, either of nicotine or drugs, or the ever-returning call for the "pick-me-up" of strong tea or coffee, but it is to-day, and has been through generations, actively creating immorality. The relation between the immoral and nervous instability will always be a close one.

The old drunkard philosophised well when he complained, "The neighbours always talk of my drinking, but they never speak of my drought." He certainly knew the meaning of that depression, that craving, that insistent demand which the autointoxication caused by improper food lays upon the nervously unstable.

The abominations perpetrated under the name of cooking are legion. Overcooking will convert nutritious meats into modified rawhide. Eggs emerge from some kitchens about as digestible as chamois-skin. Breads and pastries are served in a consistency differing little from putty.

The delicacy of flavor and the nutrition is cooked out of soups, and the most delicate foods come to the table saturated with greases which have been rendered nutritionally impossible through overheating and the liberation of their fatty acids. Fruits and desserts are sticky with sugar; salt, pepper and other condiments are used in excesses which cause actual pain to the normal palate.

Food so prepared is practically incapable of digestion by the normal stomach until it is overstimulated by pepper or whipped up with alcohol.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Prunes, Scrambled Eggs with Fried Rice, Toast, Coffee.	Cereal, Oatmeal Muffins, Coffee.	Plums, Oatmeal, Bacon Rolled in Meal and Baked, Coffee.	Berries, Hashed Potatoes, Coffee.	Fruit, Cereal, Creamed Smoked Salmon, Toast, Coffee.	Berries, Broiled Liver, Coffee.	Fruit, Spanish Omelet, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Mexican Corn Custard, Sliced Tomatoes, Brown Bread, Iced Tea.	Creamed Lamb in Green Pepper Cases, Hot Water Sponge Cake, Iced Tea.	Corn and Tomato Chowder, Toast Strips, Stuffed Prunes.	Cream of Spinach Soup with Spinach Timbales, Cooked Fruit, Iced Tea.	Macaroni Croquettes, Italian Sauce, Rolls, Lettuce Salad.	Jellied Vegetable Salad, Brown and White Bread Sandwiches, Buttermilk.	Roast Beef, Brown Gravy, Browned Potatoes and Glazed Onions, Jellied Philadelphia Relish, Vanilla Ice Cream.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Lamb Stew, Potato Dumplings, Green Peas, Mint Jelly Salad, Apple Sauce, Gingerbread.	Beef Balls, Boiled Potatoes, Buttered Carrots, Cabbage and Radish Salad, Blackberry Shortcake.	Breaded Mutton Chops, Savory Sauce, Onions au Gratin, Boiled Rice, Fruit Salad, Wafers.	Chicken Pilau, Buttered Asparagus, Cress and Cucumber Salad, Molded Corn Starch Pudding, Sauce.	Stewed Fish, Hot Cornbread, String Beans, Tomatoes, Lettuce Salad, Stale Sponge Cake with Fruit Whip, Fruit Wafers.	Baked Stuffed Egg Plant, Mock Hollandaise Sauce, Buttered Beets, Green Peas, Huckleberry Slump.	Potato Salad, Thinly Sliced Beef, Iced Tea.

How to Can String Beans

STRING beans for canning should be tender and fresh. When the beans within the pod have grown to any size canning is more difficult and the finished product is of poorer quality. The Refugee is a good variety for canning.

Use only well-sorted, small, tender beans. Wash and pick over the beans. String the beans and cut them into two-inch lengths.

Cutting diagonally or "on the bias" gives a pretty product. If desired they can be canned whole and packed log-cabin fashion in square jars.

After the beans are prepared, blanch by placing in a cheesecloth bag in boiling water for from three to eight minutes, according to the age and size of the beans. Blanch only until the pods will bend without breaking, then plunge the hot beans into cold salt water (one tablespoonful salt to one quart of water) for an instant.

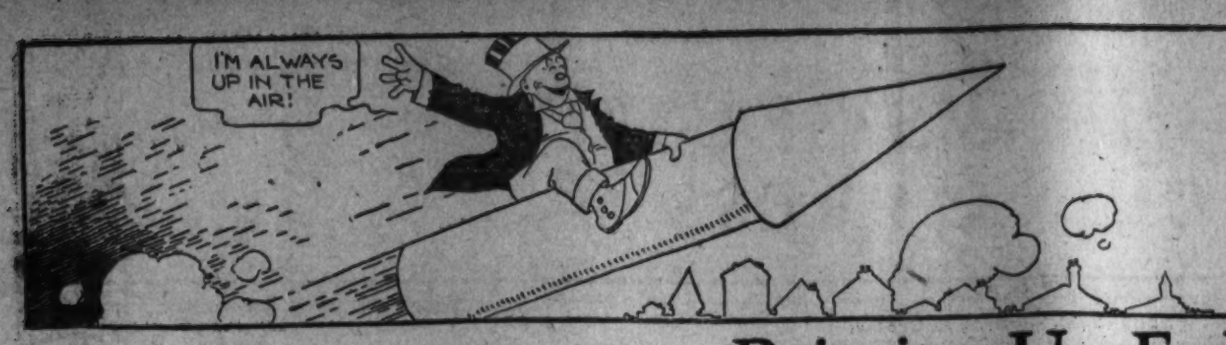
Drain well, pack quickly and cover with hot brine (two and one-half ounces of salt to one gallon of boiling water). Partially seal jars. Processing with steam under pressure is recommended. Process pints forty-five minutes under pressure of ten pounds. Seal immediately, cool in a draft-free place. When cold, test for leaks, and store in a cool, dark, dry place.

If the intermittent boiling process is used, boil for ninety minutes on the first day and sixty minutes on the second and third days. Before each subsequent boiling the covers must be loosened, and after each boiling the covers must be securely tightened to make sealing complete. Cool, test and store.

If a single-period boiling process is used, place jars in the canner and boil for at least three hours. Seal, cool, test and store.

Lima beans are treated the same as string beans, except that a seasoning (one-third level teaspoonful salt and two-thirds teaspoonful sugar) is added after the jar is packed with beans.

When the jar is filled with beans, cover them with clear hot water. Paddle with a wooden paddle to remove air bubbles and partially seal lids. Process as with string beans.

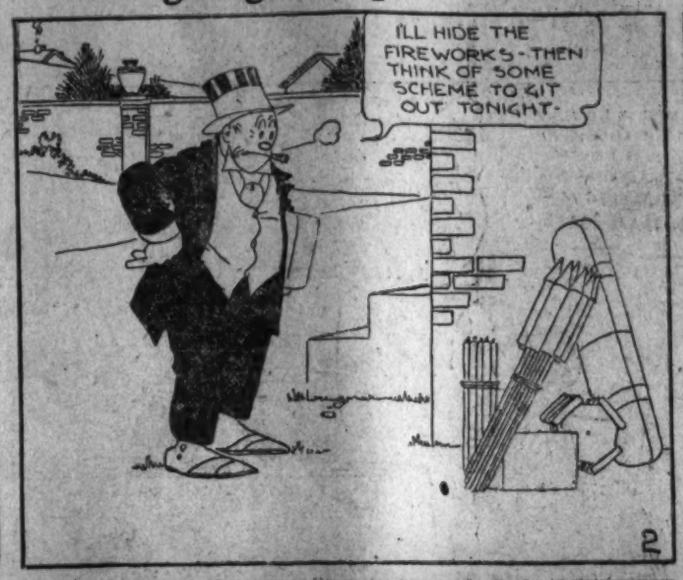


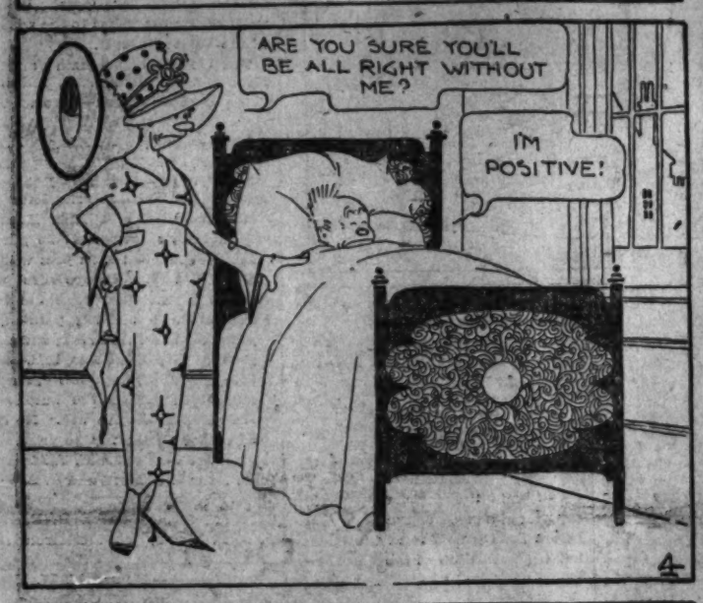
Sporting and Comic Picture Section

Sunday, August 3rd, 1919

Bringing Up Father

GREAT DOIN'S AT CLANCY'S ON THE FOURTH!
HE GONNA HAVE A BEEF-STEAK PARTY-
BY GOLLY-I'LL BE THERE-I'LL BRING SOME FIRE WORKS FOR THE KIDS!
1





SHANGHAI, SUNDAY, AUGUST 3, 1919

CLOSE RACES IN MAJOR LEAGUES

Giants And Reds Contenders In National; Three In American

BAD YEAR FOR CHAMPS

Red Sox Handicapped By Poor Pitchers; Cubs Find Pace Two Swift

The baseball season of 1919, now past its half-way mark in the major leagues in the United States, is to be a disastrous one for champions. That much is certain at this comparatively early stage. Doping the ultimate winner in either organisation, while it does not carry the perplexities that prevailed even a month ago, is anything but an easy task now. One league shows two prominent contenders for the title, and the other has three clubs making a battle. Plenty of excitement is the prospect in both organisations before the world's series entires are certified.

The half-way mark of the major league season has been popularly coupled with July Fourth, but this condition does not prevail this season. The races were started about ten days or two weeks later than usual, and this carried the teams a few days beyond the holiday before all have completed one-half of the schedule. With the reduced schedule of 140 games this season all the clubs have passed over the half-way mark.

Neither of the clubs which battled for honors in the 1918 world's series will do any battling in the big clash next October. Both Red Sox and Cubs have found the pace too swift in the current season, and they are lagging some distance behind the leaders. A few games behind is not such a big handicap for a team in second place, since it requires only its own spurt and the slump of one other club to wipe out the difference. But to overcome the advantage of several clubs is another matter. Slumps do not run through an entire group of contending clubs.

Why Champions Trail

The plight of the world's champion Red Sox may be ascribed to several causes, with a break in the pitching ranks as the main factor. The success of Boston Red Sox combinations in other campaigns usually was built around a great pitching staff. When Short and Leonard were lost Owner Frazee bought Joe Bush to fill one vacancy and Sam Jones was ready to fill the other. The Sox of 1918 won through the pitching of Mays, Bush, Jones and Ruth and the slugging of the last named. The strong defense of infield and outfield remains, but the team has retrograded considerably in other departments.

This season Bush has been useless, Jones has not been well and Ruth has done little pitching. Mays has not shown the effectiveness that was his in other years, and the new members of Ed Barrow's flinging force—Caldwell, Dumont and James—have not developed into consistent winners. So much for the pitching. The defensive strength of the infield was improved by the acquisition of Oscar Vitt, but Oscar has not been hitting. In fact, the entire team has failed to show any real hitting ability and is down at the botton of the league in club batting. With pitching such as Boston has had in other years this weakness with the stick would not be so big a handicap, but with the pitching below past standards and the hitting the weakest in the league it is difficult to figure that the Red Sox have much chance of being factors at any subsequent stage of this race. The capture of Bobby Roth will help, but he is not capable of making up the difference between a second division team and a pennant contender.

Between Giants And Reds

In the National League, the Giants and Reds seem likely to furnish whatever real competition the latter part of the race may hold. McGraw's veteran combination, steady in the field and dangerous with the stick, has been standing out as the big contender in the National League ever since the season opened. But for the lapses of a pitching staff, which should be a consistent winner, the Giants would now be many games in front. But the pitching runs the scale from excellent to bad on such short notice that the team has not made the most of its opportunity. However, McGraw's followers have no real cause for worry. The Giants are the best balanced combination in the National League—strong hitters, brilliant fielders, fast on the bases, and the pitching is bound to hold up, or be held up, with so much strength otherwise. Toney, Barnes, Causey, and Benton carry enough ability for any team.

The Reds have been coming along fast for some time and are now in the thick of the pennant drive. It will be a long time before this combination is finally counted out. Changes in management and in lineup have been made since 1918, and both seem to be working out very well. The team is getting the attention of one of the best managers the game has

(Continued on Page 3)

Smiles from the Mixed Court

Bowing an impressive number of times to Mme. Kau Dau-sz, who answered his knock, Loh Zien-laung inquired if this were where his friend Waung Ching-koh had his abode.

Mme. Kau allowed that such was so.

Loh said he was sorry to disturb his friend's landlady like this, but as it was in the course of executing a favor for Waung he didn't suppose she'd mind too much. He had just left Waung in a tea shop where they had been having a little late afternoon refreshment, during the discussion of which they had arrived at the determination of each indulging in a bath. Having to journey into this neighborhood to get a change of clothing for himself, Loh said, he had volunteered to stop at Waung's lodgings and do the same for him. Would Mme. Kau be so kind as to give him a clean jacket and pair of trousers. Mme. Kau, thinking all the time what a pleasant spoken and engaging sort of man Mr. Loh was, expressed joy at Mr. Waung's decision to bathe and said it was no trouble at all and she would go right up stairs and get the garments. And oh, yes, Loh had almost forgotten, would Mme. Kau also be so good as to give him 70 coppers for transmission to Mr. Waung in order to defray the cost of the latter's impending ablutions. Certainly, said Mme. Kau, and forthwith brought out both raiment and money.

When Waung sauntered into his lodgings an hour or so later Mme. Kau greeted him with a double-barreled query which took him completely off his feet. First she asked him how he had enjoyed his bath and, before he had had time to recover from that, she wanted to know why he hadn't put on his nice clean clothes after visiting the bath house.

After Waung had convinced himself that his landlady wasn't trying to kid him the two sat down and compiled an inventory of the shortcomings and general obliquity of Loh and of his family as far back as the days of the Han dynasty—Waung having recognised the pseudo-emissary from the description given. Long before they had finished the whole neighborhood had gathered that Loh was a person of extreme moral laxity and that his ancestry was not what it should have been.

About three days later Waung, who had been doing a lot of looking about while off duty, caught a glimpse of Loh as he slid into an alleyway off Honan Road. Shortly thereafter there was a considerable commotion in this alleyway and eventually a policeman managed to disentangle Waung and Loh and convoy them to the nearest police station.

Loh appeared to be too disheartened to put forth excuses when brought into court. He admitted the deception, said he had pawned shirt and trousers and, when pressed for a reason, said that he needed the money. The court mopped up temptation in this case by sending Loh to a place where he won't have even the remotest chance of blowing in a copper for three weeks.

Regarding Another Waung

Kya Hoo-Kyak, who is not the kind of night watchman portrayed in the comic papers, was pursuing his vocation in an alleyway off the Dixwell Road at 12:45 a.m. a few nights ago. While thus engaged he observed Waung Yui-woo slink out of the shadow of the wall and delete a stool from a collection of such utensils parked before a certain shop.

A hundred yards further down the alleyway Waung, Kya and the stool amalgamated.

Next morning Waung protested to the Magistrate that he hadn't been given a chance to explain the night before. He just happened to be passing down that alleyway, he said, and he was feeling awfully tired, so he took one of the stools to sit down upon. He had no thought of stealing the thing. Waung did look fatigued and the court prescribed a week's rest.

This Changeable Climate

Last week it was the rain.

Yesterday Yui Yoong-sung, mafoo, appeared in the dock at the Mixed Court to answer to the usual charge—being asleep on the box of his carriage on the preceding day.

"I wasn't asleep," declared Yui. "I had my eyes closed because the sun was making my head sore. I may have looked as if I were sleeping."

The customary $5.

INDOOR SPORTS By Tad

WE HAD A LOVELY DINNER FOR HIM AND THEN HE SITS DOWN AND KNOCKS OUR CAT ALL AFTERNOON - KIN YA IMAGINE?
OH THAT AIN'T ALL ELMER - BEFORE THAT HE TOLD US ABOUT HIS DOG AND SAY WE JUST BOOSTED HIM TO THE SKIES
WHY - DERE ME I CAN HARDLY BELIEVE IT - IT DOESN'T SEEM POSSIBLE
MEE OW OR-R
INDOOR SPORTS
LISTENING TO A BALE OF TROUBLES AT A FRIENDS HOUSE AFTER YOU HAVE WRAPPED YOURSELF AROUND THE EATS

DAVIS CUP HOLDERS TO INVADE AMERICA

Australian Lawn Tennis Team Will Compete In U. S. Championships

London, June 16.—The Australian lawn tennis team, holders of the Davis Cup, which recently played in the Inter-Allied tournament in Paris, is going to the United States after the championship matches at Wimbledon and will participate in the American championships. It is not decided as yet whether Norman Brookes, the widely known Australian player, will be included on the team.

The tennis team representing the American Expeditionary Forces has arrived to compete in the world's grass championships beginning at Wimbledon next Monday. The team comprises Captain Watson M. Washburn, seventh man in the United States tennis rating in 1916; Lieutenant Dean Mathey, No. 10; Captain Graves, of the All-New Yorkers; Captain Cannon, champion of Missouri; Major Robert D. Wrenn, former Davis Cup player, and Lieutenant Brown, jr., a prominent member of the Harvard team.

At The Theaters

Following the matinee at the Apollo theater this afternoon when new episodes of the serial "The Lightning Raider" will be shown, the Apollo bill tonight will have as its central feature the production, "Hood Will Tell" in which William Desmond is star.

Opening tomorrow and continuing for three days the Apollo program includes further instalments of "The Lightning Raider" and a laughable comedy called "Bees In His Bonnet." Pathe's British and American Gazettes also will be shown.

The week-end program at the Apollo, opening Thursday night, will bring back George Walsh in a new production, "The Beast," a William Fox picture in five parts. It is a dramatic tale of western life in America.

Pauline Frederick stars in a new picture, "Sleeping Fires" which is the main offering of the bill at the Victoria theater tonight. It is a drama of mother love and self sacrifice.

New episodes of "The Master Serial" and comedies will be shown at the matinee at the Isis theater this afternoon and the bill tonight at the Isis will include the Triangle comedy drama, "His Picture in the Papers." Episodes of "The Master Serial" and Charlie Chaplin and Triangle comedies will compose the new program at the Isis opening tomorrow.

At the open-air cinema theater on Bubbling Well road Dorothy Dalton is to be seen tonight in a notable Thomas Ince picture, "Chicken Casey." Pathe's Gazette and other new films also will be shown.

A coming attraction of particular merit will be the appearance here of Long Tack San, vaudeville artist, and his company at the Olympic theater for three days beginning next Friday. Long Tack San was born in the province of Shantung and since he went on the stage at the age of seven he has appeared in leading theaters in all parts of the world. He organised his own company in London in 1900 and has become widely known as a comedian of first rank in both European and American theaters.

Swimming Standings

Standing of Swimmers in Rowing Club 1919 Series

	1-length handicap	Running Headers	2-lengths handicap	Standing Headers	1-length Breast Stroke	Plunge for Distance	3-lengths handicap	Throwing the Polo Ball	Total
Brodie, E. A.	3	4	3	2	0	0	2	1	15
Brown, J. B.	1	3	3	3½	4	1	2	4	21½
Donald, A. E.	1	0	0	0	3	2½	1	3	10½
Fardel, H. L.	0	0	0	1	0	0	0	0	1
Fetherstonhaugh, E. V.	4	0	1	0	1	4	0	0	10
Goldman, A. P.	2	2	1	3½	0	0	4	1	13½
Henry, F.	0	0	1	0	1	3½	0	1	5½
Henry, J. E.	1	0	4	1	1	1	1	1	10
Nash, A. E.	0	0	1	0	0	0	0	0	1
Scriven, A. E.	1	0	1	0	2	1	0	1	6
Starling, A. W.	0	0	1	0	0	0	0	0	1
Yates, Smith	0	0	0	0	1	1	0	1	3
Page, P. S.	0	0	0	0	0	1	0	2	3
Barnes, E. G.	0	0	0	0	0	1	0	1	2
Johns, J. N.	1	0	0	0	0	0	0	0	1
Brand, W. M. S.	0	0	0	0	0	0	0	1	1

Points are allotted as follows: First place 4, Second place 3, Third place 2, while 1 point is allowed to each competitor in each event who does not get one of the first three places.

In a few weeks now the usual annual swimming galas of the various local clubs are due to begin and aspirants for championship honors are already beginning to put on the final touches in their training.

It is, of course, still a trifle early to make any predictions, but it seems likely that fans will witness some fine struggles in the various events. Little has been heard so far of E. F. Mears, of the International Swimming Club, but he is confidently expected to make a good showing in the shorter distances, especially against the Rowing Club fliers, E. V. Fetherstonhaugh and E. A. Brodie. A. P. Goldman is also swimming well this year. In the longer distances there is little material to judge from, as up to now few races have been held over the furlong distance, but J. B. Brown is in as good form as ever and should render a good account of himself this year. There will it is anticipated, be a large number of entrants for the graceful diving championship, and the fine "Milkmaid Cup" deserves to attract a large entry. In the plunge for distance, J. H. McGregor seems likely to retain his title and is reported to be going extra strong this season, with his eye on outdistancing MacCabe's record of 67 feet, 5 inches set up in 1917. It would not surprise his admirers, however, if E. V. Fetherstonhaugh trained up to premier form in this event his effort of 60 feet some ten days ago at the Rowing Club having been a very creditable performance without any previous special preparation.

In the throwing the polo ball event last Wednesday at the Rowing Club but poor form was shown, and the scratch man, W. M. S. Brand, did not manage to put across any of his powerful throws, having the misfortune on two occasions to strike the beams over head and on one occasion to miss his throw by letting the ball slip out of his hand. It seems quite on the cards that this event should go again this year to some of the International Swimming Club throwers.

Owing to the incidence of the swimming meeting of the newly formed "Boys' Swimming Club" last Wednesday, the scheduled fixture in the Water Polo League between the Rowing Club and the International players did not come off; the match was postponed to next Wednesday and a fine game is sure to be seen that evening. The visitors' team is not yet chosen, but will include most of the old-timers with perhaps a couple of the newer draft. The Rowing Club should be able to put a very strong VII into the water despite the absence on vacation of two or three of their old stand-bys. Barnes as goalie is still available and has a good understudy in young Johnston, who gave a very creditable exhibition last Wednesday evening between the posts. A. A. Macdonald, Bertes, Scriven, Johns and MacCabe are all sound players in the back division, while Brodie, Brown, Mansfield, the two Henrys, Goldman, Donald and several others are aspirants for places in the forward line.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden, weather permitting, beginning at 5:30 p.m.:

1. March—Here Comes a Jolly Sailor ..... Ridgood
2. Overture—Le Flutiste .... Kling
3. Waltz—Moonlight Kisses ... Dean
4. Selection—The Duchess of Dantzig ..... Caryll
5. (a) One Step—Hitting the High Spots ..... Weldt
   (b) Fox Trot—Hello Central Give No Man's Land ..... Schuartz
6. Selection—The Tales of Hoffmann ..... Offenbach

A. de Kryger,
Conductor-in-Charge.

S.C.C. 'JOY NIGHT' POSTPONED WEEK

Inclement Weather Necessitates Putting Off Program Originally Set For Tomorrow

Owing to the inclement weather experienced, yesterday and the day before the Committee of the Shanghai Cricket Club have decided to postpone their "Joy Night" from the August Bank Holiday to the following Monday, August 11.

Dancing is to be the principal feature of the night's enjoyment and should all go with the swing of the last season's "Joy Night," there should be none leave the spacious grounds and pavilion of the senior cricket club with a grouch. There is to be a light supper served from 11 o'clock p.m. and those attending wishing to get in on the "eats" are advised to communicate with the Secretary of the Club before all the tables are snapped up.

It is to be hoped the Weather Clerk will oblige with a better week-end next week to enable the hard working committee in charge of arrangements to complete their plans for enabling those who attend to enjoy the evening throughout.

Bostock's At Lyceum

Because of the typhoon, Bostock's Royal Italian Circus will not give performances at Chang Su Ho's gardens this afternoon or tonight. Last night's performances were also suspended. The circus will open at the Lyceum Theater tomorrow night and there will be matinees on Wednesday, Thursday, Friday and Saturday in order to accommodate the large number who booked seats for Saturday and Sunday matinees.

Patrons who reserved seats for performances scheduled yesterday or today are kindly requested by the management to change their tickets for reservations for some future performance.

The artists accompanying the splendid show will have no difficulty in playing at the Lyceum as for years the circus played at the principal theaters of England before going under canvas.

A large advance sale of tickets for last night and tonight and complete bookings for the matinees yesterday and today assure the circus big houses at the Lyceum.

Bookings may be made or seats exchanged at the Astor House today and at Moutrie's tomorrow.

RACING IN ENGLAND

(Reuter's Service)

London, July 29.—The Stewards Cup was run at Goodwood this afternoon with the following result:

King Sol 1
Irish Elegance 2
Scarwell 3

Fourteen ran. Won by three-quarters of a length; half a length between second and third.

Betting:—100 to 7 against King Sol, 100 to 30 against Irish Elegance, 5 to 1 against Scarwell.

POLO GYMKHANA ON TOMORROW

Annual Field Day Of Shanghai Polo Club Has Attractive Program

LARGE NUMBER OF ENTRIES

British Consul-General Will Present Prizes To Winners Of Various Events

The annual Shanghai Polo Club gymkhana, postponed from July second, will be held at the Polo Field tomorrow afternoon, beginning at 4:30 p'clock. An attractive program, featuring several novel events, has been announced and a large list of entries has been received.

Mr. J. W. Jamieson, C. M. G., Consul-General for Great Britain, will present the prizes to the winners of the various events.

The complete program and list of entries for each event, follows:

Event 1.—Polo match—Ewo vs. The Club

Ewo.—Messrs. Hickling, Beith, Boyd and Heard.

The Club.—Messrs. Robinson, Grierson, Rowe and Springfield.

Event 2.—Post and Ball Race.—Four lines of posts will be placed at intervals. On each post will be a polo ball. Competitors will gallop to the post, seize the ball and return to starting point and place the ball in a bucket and then proceed to get the next ball. The competitor placing the greatest number of balls in the bucket in the quickest time to win. No dismounting allowed. One prize.

First heat.—Messrs. H. S. Lindsay, Isaac Ezra, I. Tuxford and G. L. Wilson.

Second heat.—Messrs. R. Bassett, A. J. P. Heard, H. Herlofson and C. C. Boyd.

Third heat.—Messrs. N. W. Hickling, E. S. Hine, M. O. Springfield and I. S. Law.

Fourth heat.—Messrs. E. S. B. Rowe, J. A. Hayes, H. G. Robinson and S. A. Sleap.

Fifth heat.—Messrs. G. Fitzgerald, R. C. Grierson, B. D. F. Beith and E. Schoch.

Sixth heat.—Messrs. A. H. P. Koe, G. Grayrigge, M. Demets and E. R. Hooper.

Event 3.—Ladies' Nomination Event, Chuck and Chance It.—Ladies each hold three polo balls. Gentlemen will canter past partners, try to catch first polo ball thrown by partners, gallop to bucket, place ball in bucket, ride round bucket, back to starting point, ride past partner again for second ball and repeat course for third ball, finishing by galloping back to starting point. Each course must be completed whether ball is caught or not. Competitor placing greatest number of balls in bucket in quickest time to win. No dismounting allowed. Two prizes.

First heat.—Mrs. L. Garner and Mr. Koe, Madame Beaulieu and Mr. Grayrigge, Mrs. H. S. Lindsay and Mr. Lindsay, Mrs. I. Ezra and Mr. Ezra, Mrs. T. A. Clark and Mr. Tuxford, Miss A. N. Other and Mr. Wilson.

Second heat.—Mrs. R. Bassett and Mr. Bassett, Mrs. Priestley and Mr. Heard, Mrs. Herlofson and Mr. Herlofson, Miss Coutts and Mr. Boyd, Mrs. N. W. Hickling and Mr. Hickling, Miss T. Other and Mr. Hine.

Third heat.—Mrs. M. O. Springfield and Mr. Springfield, Mrs. Aldridge and Mr. Law, Mrs. Brooke-Smith and Mr. Johnstone, Miss E. R. Salter and Mr. Hayes, Mrs. G. A. Robinson and Mr. Robinson, Miss P. Arnor and Mr. Fitzgerald.

Event 4.—Bending Race.—Competitors will leave the first post on their right, second on their left, returning in the same manner. One prize.

First heat.—Messrs. H. S. Lindsay, Isaac Ezra, I. Tuxford and G. L. Wilson.

Second heat.—Messrs. R. Bassett, A. J. P. Heard, H. Herlofson and C. C. Boyd.

Third heat.—Messrs. N. W. Hickling, E. S. Hine, M. O. Springfield and I. S. Law.

Fourth heat.—Messrs. E. S. B. Rowe, J. A. Hayes, H. G. Robinson and S. A. Sleap.

Fifth heat.—Messrs. G. Fitzgerald, R. C. Grierson, B. D. F. Beith and E. Schoch.

Sixth heat.—Messrs. A. H. P. Koe, G. Grayrigge, M. Demets and E. R. Hooper.

Event 5.—Rumble Puppy Polo Match.—One chukkah of eight

minutes, no saddles or spurs allowed, small football to be used. Teams will not be limited to four a side.

Sides to be selected on the field.

Event 6.—Ladies Nomination Event Aunt Sally Race.—Gentlemen will be given a bundle of sticks and an umbrella. Will mount, ride to their ladies and dismount. Ladies will try to knock down Aunt Sally by throwing the sticks. As soon as lady has done this she will open umbrella which the gentleman will take, remount and gallop back to starting point. First past the post to win. Two prizes.

First heat.—Mrs. L. Garner and Mr. Koe, Madame Beautee and Mr. Grayrigge, Mrs. H. S. Lindsay and Mr. Lindsay, Mrs. I. Ezra and Mr. Ezra, Mrs. T. A. Clark and Mr. Tuxford, Miss A. N. Other and Mr. Wilson.

Second heat.—Mrs. R. Bassett and Mr. Bassett, Mrs. Priestley and Mr. Heard, Mrs. Herlofson and Mr. Herlofson, Miss Coutts and Mr. Boyd, Mrs. Brooke-Smith and Mr. Hickling, Miss T. Other and Mr. Hine.

Third heat.—Mrs. M. O. Springfield and Mr. Springfield, Mrs. Aldridge and Mr. Law, Mrs. N. W. Hickling and Mr. Johnstone, Miss E. R. Salter and Mr. Hayes, Mrs. G. A. Robinson and Mr. Robinson, Miss P. Artner and Mr. Fitzgerald.

Event 7.—The Triple Jump.—Competitors will negotiate three jumps consisting of hurdle, water jump and swinging gate. Each competitor will be allowed two runs at the jumps. Judges will select competitors for the final. Points will be given for style and pace. Open to all ponies the property of members of the Polo Club.

Entries.—Mr. Lindsay's Archibald, Mr. Wilson's The Earl, Pip and Steinay, Mr. Bassett's Panto, Mr. Herlofson's Black Monday, Viking and Lima, Mr. Boyd's Ampat and Tiga, Mr. Hickling's Carrickfergus, Persianlight and Bay Griffin, Mr. Hine's Basuto, Majuba and Tours, Mr. Springfield's Border Minstrel, Golden Sheen and Whitehaven, Mr. Law's Battle Axe, Mr. Johnstone's After Dark, Gunny Bag and A Sitter, Mr. Haye's Pill Box, Mr. Robinson's Jutland, Mr. Sleap's Forty Winks and Torrington, Mr. Fitzgerald's Harry Tate, Mr. Grierson's Quick and Handy, Mr. Beith's Petrol Hahn, Eastern Star and Griffin, Mr. Schoch's Zomba and Antonio, Mr. Koe's Toby, Mr. Grayrigge's Caruso, Mr. Coutt's Suffield and Dumpling, Mr. Rowe's Medina Sidonia and Rocksand.

All events, with the exception of the triple jump are open only to regularly played polo ponies.

Officials

Judges.—Messrs. C. R. Burkill, P. Crighton and W. B. O. Middleton.

Committee.—Messrs. C. C. Boyd, President; H. S. Lindsay, E. R. Hooper, M. O. Springfield, G. L. Wilson, H. G. Robinson and J. A. Hayes, Hon. Secretary and Treasurer.

Close Races In Major Leagues

(Continued from Page 2)

ever produced, is dangerous with the stick, and has plenty of good pitching in Eller, Reuther, Luque, Sallee, Fisher, and Ring. This is a real contender. The Reds as a club hit about as hard as the Giants and run the bases as well, but the team is not likely to stand up so well on an entire season's play.

Pirates Not Dangerous

Hugo Bezdek's Pirates, the best base-running combination in the National League, hardly can be counted out at this stage, but the club does not shape up as likely to finish ahead of either the Giants or Reds. The Pirates lack the punch of the other contenders. Brilliant pitching in spells has kept the team up, but the staff cannot do the trick steadily. Babe Adams and Earl Hamilton, old-timers, have shared the work with Miller and Cooper, younger men.

The Robins, like the Cubs, are possibilities, but far from probabilities. Pitching that kept the team in front for the first two weeks has dropped to the in-and-out variety, made worse by the severe injury to Marquard and the illness of Grimes. The Robins carry enough batting and pitching strength to spurt occasionally, but to date they have lacked the winning consistency that marks the real contender during the first half of the race. Those finishing spurts, such as that of the Braves in 1914, are decided exceptions.

KUMAGAE AGAIN

New York, July 6.—Miss Helene Pollak and Walter Merrill Hall in the singles and Ichiya Kumagae and Harold Throckmorton in the doubles were the winners of the finals of the Middle States tennis championship matches staged on the courts of the South Orange Country Club yesterday. By winning his match in the men's singles Hall not only retains his title as Middle States champion, but takes permanent possession of the silver cup on which he had already won two legs.

Kumagae and Throckmorton first won the sectional doubles match from the Van Derventer brothers and then won the Middle States championship match from the former title holders, Dr. William Rosenbaum and E. A. Clark, incidentally winning a leg on the new cup.

Peckinpaugh And Cravath Lead Big League Batsmen

Yankee Shortstop, Showing No Let-Up In Heavy Hitting, Has Mark Of .382—Pirates First Team To Steal 100 Bases

New York, July 5.—Roger Peckinpaugh of the Yankees, showing no marked let-up in his heavy hitting, continues to lead the American League batsmen with the high average of .382. Peckinpaugh also is the leading rungetter of his league with 46 runs. Sam Rice of the Senators holds the distinction of having made the greatest number of safe hits, 75, while Doc Johnston of the Indians remains at the head of the base runners with 18 thefts.

Eddie Cicotte of the White Sox has displaced Herb Thormahlen of the Yankees, who had the best winning percentage among the pitchers when last week's averages were compiled. Cicotte is in front, but he is being crowded by Bob Shawkey of the Yankees, with Thormahlen next in line. Jack Quinn and Ernie Shore of the Yankees also are among the front runners.

Peckinpaugh established a season's record for consecutive hitting on Wednesday when he got a hit off Jim Shaw, this being the twenty-first consecutive game in which Peck had batted safely. Babe Ruth previously went through twenty games without a break.

Another Yankee to do some record making during the week was Bob Shawkey, who won his ninth straight game on Monday and his tenth straight on Friday. On the latter day Peck ran his hitting streak up to its twenty-fourth game.

In the National League Gavy Cravath continues to be the hitting king, though the Philadelphia veteran has taken a drop during the past week. He had a mark of .376, including the games of July 3.

Ivy Olson has scored the most runs, 28, and also punched out the most hits, 72. Carson Bigbee has stolen the most bases, 19. Dubuc, Mitchell, and Bailey are in a tie for the leading pitcher; each has three wins and nary a lose. Causey, Adams, Barnes, Douglas, and Vaughan have each won nine games.

The Pirates, living up to their name, were the first major club to steal 100 bases this year; they pilfered their century on July 2 off the Cards.

Ed Konetchy probably set a modern record for consecutive hitting by banging out ten hits in ten straight times at bat. Koney began his streak last Saturday by getting three hits off the Phillies; in his next game he rammed out five hits in as many trips to the plate, and in the next game, on July 1, Ed shot out hits in his first two times up for a total of ten straight base hits; he is the fifth player to garner five hits in one game this year in the National League.

The Making Of A Cricketer

That bowlers receive far less coaching as such than batsmen is a matter of common knowledge. Possibly this may be due to a passive acceptance of the "nascitur, non fit" doctrine; and yet, although it may be true that to be a good bowler a boy must be favored by nature with a particular physical endowment, it is at least certain not only that these qualities need systematic development, if they are to command success, but also that they can be very rapidly impaired and even destroyed by misuse. This misuse has two forms—excess and extravagance; a young bowler may be murdered by sheer overwork, or he may commit suicide by perverting his natural gifts. It is essentially the coach's business to prevent both these calamities.

Overbowling is a real danger, says a correspondent of the London Times. The promising boy bowler of 16 probably has about an hour's match bowling every half-holiday, and some 40 minutes' net bowling every other day; this is too much for any except the very strongest; but, apart from the actual physical results of such overwork, there is the more insidious danger of the contraction of bad habits during those spells of net bowling when the absence of any stimulus may always react on fatigue or physical staleness. At these times there is every temptation to lower the arm, to relax the muscles of the side, to drop on to the heels and to shorten the run, and if these lapses are not checked they will easily develop into habits ruinous to all good bowling. Against these the coach must always be on the lookout, and must make up his mind whether they are occasioned by slackness or genuine fatigue. If the former, the bowler must be checked at once, and if he is on the Classical side, be reminded, of Virgil's "facilis descensus Averni;" if the latter the only remedy is rest, tempered, if possible, by an afternoon at the nearest county ground.

The second danger, that of perversion of natural gifts, is more real and more common than is generally realized. Like the Athenian of old, the young bowler is always apt to be at the mercy of a new thing; the success of a chance leg-break will often persuade him that he is a second Braund.

It is not that experiment and enterprise are to be deprecated, still less that a boy's natural propensity for any particular type of bowling should be curbed into stereotyped lines, but, when all is said, nothing can compensate for the lack of that "length" which, to use Felix's immortal phrase, "Bring over a batsman indescribable emotions." The long hop, spin it never so fiercely, remains a long hop, the full pitch, however wide its swerve, generally merits the full pitch's fate; a good length is to the bowler what the straight bat is to the batsman—the foundation of success. Spin and swerve must be grafted on to—they can never replace—the primary and essential control of the ball as delivered straight between wicket and wicket.

Position In The Field

There are, however, one or two points that may bear laboring. The first is the great importance of finding a boy his right place and of stabilising as early as possible the positions of an eleven in the field. Men like Hitch and the late Mr. Arthur Jones could field brilliantly anywhere, but the average man is more naturally fitted for some places than for others. A. may be incapable of prolonged sprinting in the long field but may have that anticipatory instinct and quickness of starting which is invaluable in the slips; B. may have a beautiful pick up and return at cover but be unable to stand the physical battering that he is certain to get at mid-off. Furthermore, each place demands special practice: the "cradle" will provide this very well for the slips, strong arms and a good bat for the long fielder, but mid-on, cover, and, above all, square-leg and third man require the nearest possible imitation of match practice. By far the best solution is for an experienced batsman to go on to an old match wicket, and there conspire with his most accurate bowler in actually playing the cut, the push off the legs, and so on. For these places the collaboration of a bowler is almost indispensable, for the peculiarities of the strokes with which they will deal depend almost as much upon the ball as bowled as upon the ball as hit.

But no amount of mere practice will turn an eleven into a great fielding side. To that end there is need, above all, of that enthusiasm which will keep them on their toes when the ground is hard, when lunch is far behind, and the end of their troubles not yet in sight, of that justifiable pride and confidence that inspired the great Yorkshire elevens which fought under Lord Hawke's aegis, and that can send mid-off, extra cover, and cover on to the field swearing that they will let nothing go between them, be the day never so long, and believing implicitly, each of them, in the ability of the other two to keep their word.

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School For Card Players

A. L. G. says: Y. holds this hand, seven diamonds to the ace ten; four small hearts and two small spades. His partner deals and bids a heart. Fourth hand two clubs. Dealer two hearts and fourth hand three clubs. Now dealer passes and Y assists the hearts. B goes to four clubs, dealer passing again. Y goes to four hearts, second assists and B to five clubs. Dealer doubles and Y bids five hearts, which B doubles. There is a bet as to who is wrong; the dealer for bidding on five hearts to the ace jack, four spades to the king jack, four clubs to the queen jack and the singleton jack of clubs, or Y for assisting?

Z had a doubtful heart bid in the first place, and is two tricks shy of enough to go to two hearts. Y's assists are quite right. He holds three tricks more than average. The dealer is alone responsible for the result, if against him.

D. H. C. says: Z deals and bid no trump. A passed, and Y bid two hearts, holding A, K, 10, 9, 8, with Q, 10, 9, 8, 7, of spades, two small clubs and one small diamond. B bids three diamonds, Z three no trumps, A passes and Y goes to four spades.

Y should have bid the spades first, as it is the higher ranking suit; but as Z denies the hearts, it does not matter much.

B. C. asks if five aces beats a straight flush when playing deuces wild.

Yes, because it is harder to get.

A. B. R. asks what disposition the opener should make of his discard when he is not splitting.

The discard made by the opener is always the same, no matter what he holds or intends doing. He must place his discard under the chips in the pool. Then he need not say anything about his splitting or not splitting.

M. F. asks the odds against filling a flush of four cards, as compared to drawing to four of an open end straight.

There are nine cards of the forty-seven unknown that will fill the flush and only eight that will fill the straight.

Will Resume Polo Games In England

London, June 20.—After a lapse of four years, polo will be resumed at the London grounds this month, says the special correspondent of the Paris edition of the New York Herald. The war has taken a big toll of players, but there is a prospect of many new recruits to the game, and, though the quality of the polo may fall short of the pre-war standard, there promises to be no lack of matches owing to the war. Never before have there been so many horsemen in England, and it may be confidently expected that many of them will turn to polo as a means of recreation.

In some quarters it has been declared that there is likely to be a shortage of polnes, but I understand that such is not likely to be the case. During the war, even while hostilities were in progress a number of really high-class brood-mares of the rider stamp were repatriated to England. That was early in 1915, and their progeny should now be available. Moreover, among the animals that are now being sent back to England are a fair number of ponies that could be used for polo. There is also the supply from Ireland.

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This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE)

STATIONS	Local	Fast R	Slow	Goods & Coolie	Local	Express R	Local	Local	Night Express R
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....	19.15
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30
Soochow ..... dep.	....	7.58	9.23	10.38	....	15.13	16.13	....	19.36
Lunghwa Junction..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....	19.5
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*	*19.20*
Lunghwa Junction ... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*	*19.50*
Sungkiang ..... dep.	.....	8.59	10.48	12.02	....	16.07	17.42	....	21.2
Kashi ..... dep.	....	9.51	11.52	13.28	....	16.53	18.49	....	21.2
Kashing ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....	21.5
Yehzah ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....	22.2
Changan ..... dep.	9.45	11.41	14.00	16.50	....	18.24	....	....	22.5
Hangchow ..... dep.	11.10	12.50	15.25	18.40	....	19.19	....	....	23.4
Zahkou ..... arr.	11.35	13.10	15.50	19.10	....	19.35	....	....	24.0

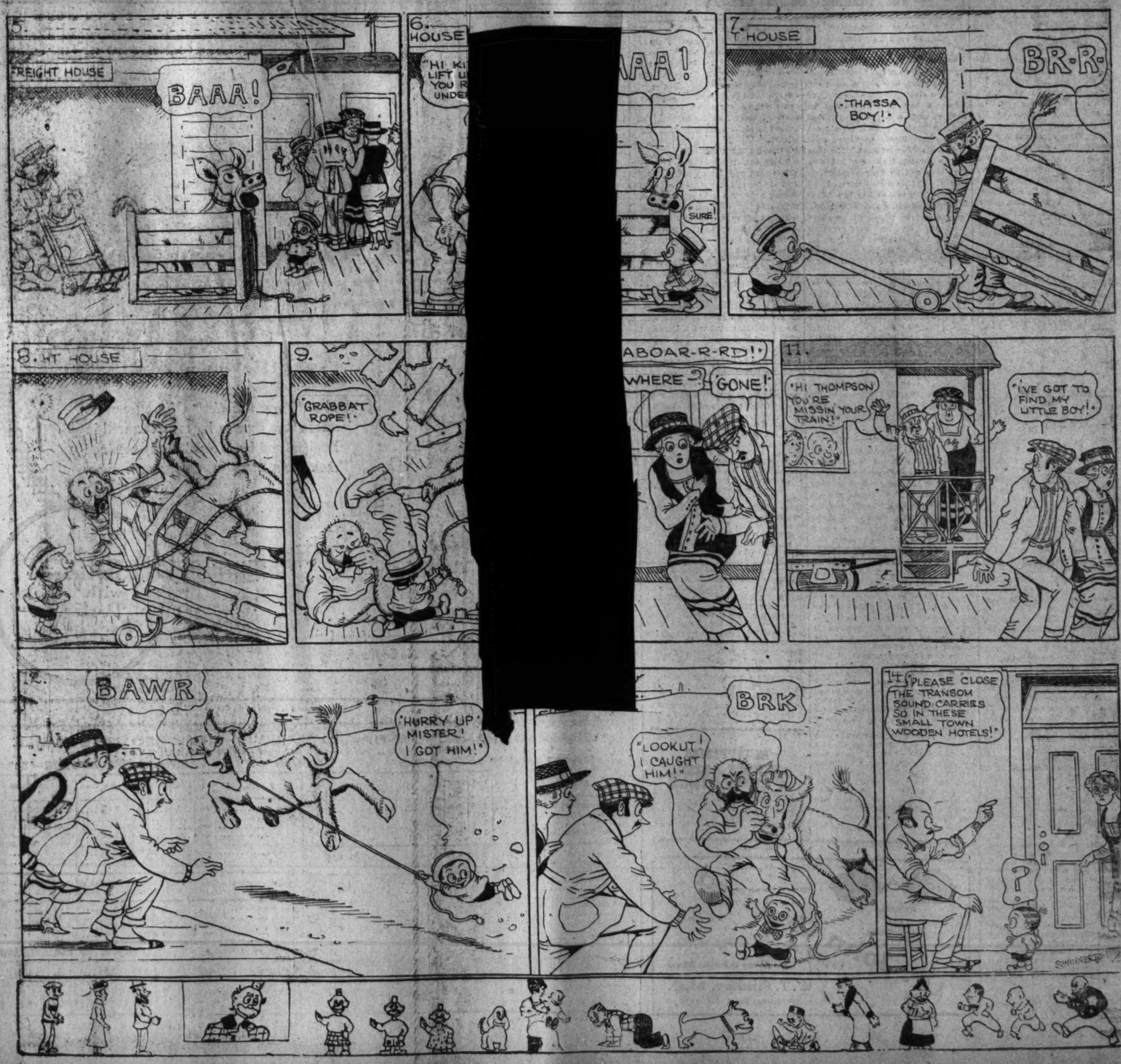
ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Local	Fast R	Slow	Local	Goods & Coolie	Express R	Local	Night Express
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.30	17.50
Hangchow ..... dep.	....	....	7.00	8.30	....	10.00	14.35	16.05	18.15
Changan ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.36	19.03
Yehzah ..... dep.	....	....	8.41	10.31	....	12.39	15.54	18.40	19.35
Kashing ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30	20.15
Kashi ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....	20.38
Sungkiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....	21.36
Lunghwa Junction.....dep.	*8.18*	*10.38*	*12.38*	*14.08*	*15.33*	*17.23*	*18.23*	....	*22.23*
Shanghai South..... arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....	*22.40*
Lunghwa Junction ..... dep.	....	10.30	11.35	14.05	....	17.18	18.20	....	22.17
Soochow ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....	22.25
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....	22.31
Shanghai North ..... arr.	....	11.00	12.05	14.35	....	17.55	18.5	....	22.45

KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	17.30	23.00	Zahkou	dep.	....	10.10	12.25	....	....	18.40	....
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	17.45	23.15	Hangchow....	dep.	7.30	10.40	12.45	14.55	16.40	19.16	23.40
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25	Kenshangmun	dep.	7.42	10.57	12.57	15.12	16.52	19.27	23.52
Zahkou.....	arr.	....	9.40	12.10	....	....	18.25	...	Konzenchiao..	arr.	7.55	11.10	13.10	15.25	17.05	19.40	0.05

R. Restaurant Car.

Little Jimmy

1.
"AT LAST IT LOOKS AS IF WE'D ACTUALLY GOT STARTED ON OUR VACATION TRIP!
I GUESS YOU CAN TRUST JIMMY OUT OF YOUR LAP NOW THAT THE TRAINS STARTED!"
2.
"LUNCH WILL BE SERVED AT THE EATING HOUSE AT THE NEXT STATION THIS TRAIN CARRIES NO DINER."
3.
"HERE'S THE LUNCH ROOM I'LL KEEP A TIGHT HOLD ON JIMMY!"
4.
"OF ALL PEOPLE! IF IT ISN'T THE THOMPSONS! FANCY YOU'RE BEING ON OUR TRAIN AND WE NOT SEEING YOU!"
"MR AND MRS BROWN THIS IS A PLEASANT SURPRISE"